

# SEAFARERS LOG



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## Presented

At SIU halls throughout the country and aboard Seafarers-contracted ships, members are voting on the new standard freightship and tanker contracts presented last month. Thus far, voting has been overwhelmingly in favor of the five-year pacts.

Pages 3, 6 and 7

### SIU-Crewed Laker Carries Olympic Flame



The centennial modern Olympic Games begin this month in Atlanta. Seafarers got into the spirit when the SIU-crewed *American Republic* transported the Olympic flame last month from Detroit to Cleveland. Pages 12-13

### Seafarers to Congress: Maintain Jones Act



Rep. Walter Jones Jr. (R-N.C.) (left) responds to calls from his constituents to preserve the nation's freight cabotage law. Meeting with Jones in his Capitol Hill office are (from left) Sylvia Kirk, AB Robert Kirk and AB Robert Morton Jr. The trio were among the Seafarers who attended a June 12 congressional hearing on the Jones Act and met with elected officials. Page 3

## President's Report

### Listening and Action Required for New Contracts

Listening and action are key components of any negotiating session. Without the two, nothing can be accomplished.



Michael Sacco

Listening and action were vital elements in producing the new five-year standard freightship and tanker agreements which were presented for ratification to the membership last month.

Your union listened to you when you said at monthly membership meetings, during shipboard visits, in letters to union officials and within ships' minutes that new agreements should address concerns regarding your families.

You wanted to make sure they would be taken care of medically when you are away from home, working aboard your vessels. This was done by negotiating sufficient contributions from the operators to be able to eliminate the 20 percent co-payment for dependent care coverage that meets reasonable and customary charges.

Your union listened when you said the optical and dental benefits should be upgraded. This was done by again negotiating for the necessary contributions to increase the amount of coverage provided these procedures.

But, your union did not stop there. For the first time, dependent coverage is extended to dental care. And, for the first time, Seafarers and their families have coverage for orthodontic care.

Your union listened when you said the retirement program should address concerns for the future. This was done by providing the Seafarers Money Purchase Plan Benefit, an individual interest-earning investment account. Although the companies participating in this program will make contributions on behalf of their employees, Seafarers themselves will be able to add funds to their personal accounts, which will allow the money to grow tax-free. There is no vesting requirement and the plan works in addition to the already established pension program.

Finally, your union listened when you said there are concerns about job security. Your union acted by negotiating five-year freightship and tanker agreements that will take us into the next century.

The five-year contracts are important for another reason. They show your union also was listening and willing to work with the concerns of the SIU's contracted companies. The longer pacts allow the operators to calculate their costs and plan their operations for an extended period.

Listening and action are a two-way street during collective bargaining. While fighting to maintain traditional middle-class values for Seafarers and their families, the union recognized the need for operators to remain a viable industry while providing world-class service. Otherwise, the five-year agreements and everything else established in the new pacts would be meaningless.

The new contracts reflect the changing nature of the U.S.-flag merchant fleet, but some things stay the same. When the union was established nearly 60 years ago, the SIU fought for better wages, safer working conditions and improved living quarters aboard the vessels.

Those concerns remain strong today. But, as Seafarers over the years have become more family oriented, the union will proceed with its work to make sure these new and changing needs are addressed which will allow SIU members to continue as the elite of the world's merchant mariners.

### Congratulations to the New Majority Leader

Last month, Senator Trent Lott (R-Miss.) was elected by his fellow Republicans to serve as the majority leader of the Senate. Lott replaces Bob Dole, who resigned from the Senate to run for president.

Lott, the son of a union shipyard worker, has a long legislative record of support for the U.S.-flag merchant marine. He is the Senate sponsor of the Maritime Security Act (S. 1139), the 10-year program to provide funds for militarily useful U.S.-flag vessels, which is awaiting Senate action. Since January 1995, he has served as chairman of the Senate Surface Transportation and Merchant Marine Subcommittee.

The SIU wishes Senator Lott well in his new position as majority leader and looks forward to working with him.

## Another Senator Announces Support for U.S. Ship Bill

Support continues to grow in the Senate for passage of maritime revitalization legislation.

Known as the Maritime Security Act (H.R. 1350), the measure, which has the support of the SIU, would provide \$1 billion over a 10-year period to help fund approximately 50 U.S.-flag militarily useful vessels.

In a letter to a constituent released last month, Senator Robert C. Smith (R-N.H.) announced he would vote for the bill when it is considered by the full Senate.

"Let me assure you that I recognize how important the U.S. merchant marine is to our national security and economic welfare," Smith said in his letter. "Indeed, the merchant marine's quick response to our troops' needs during Desert Storm was instrumental to the conflict's successful resolution."

"Be assured that if this legislation is considered by the full

Senate, I will support its passage," the senator concluded.

H.R. 1350 has been awaiting action by the Senate since last December when the House of Representatives during a voice vote passed the measure with strong bipartisan support. A similar bill (S. 1139) cleared the Senate Commerce, Science and Transportation Committee unanimously in November.

News reports have stated H.R. 1350 could be considered sometime after the Senate returns to Capitol Hill following the Independence Day holiday recess.

The prime sponsor of the measure in the upper house of Congress is Senator Trent Lott (R-Miss.). On June 12, he was elected by his fellow Republicans as the body's new majority leader, replacing Bob Dole as the highest ranking official in the Senate. (Dole resigned from the Senate to devote full time to his presidential

campaign.)

Besides holding the majority leader's position, Lott still maintains his seat as chairman of the Senate Surface Transportation and Merchant Marine Subcommittee.

Lott has continued to speak out in favor of the measure, which calls for the companies receiving the funds to make their vessels and infrastructure available to the military in times of war or national emergency. During times of peace, the ships involved in the program would be securable to handle cargo for the U.S. armed forces.

Besides Lott and Smith, others who have recently pushed for passage of H.R. 1350 include Senators Ted Stevens (R-Alaska) and John Warner (R-Va.) as well as Deputy Defense Secretary John P. White.

President Clinton has stated he would sign the legislation when it is passed by Congress.

## Seafarers March in Washington For America's Young People



Leading AFL-CIO President John Sweeney and other trade unionists in a march to the Lincoln Memorial for the Stand for Children rally are SIU members (from left) Lovell Smith, David Tompkins, Mario Chery Jr., David Hoffman, Webster Bourgeois and Manuel Alvarez.

Seafarers joined fellow trade unionists and their families to show support for America's young people during the June 1 Stand for Children rally in Washington, D.C.

More than 200,000 people from around the country rallied at the base of the Lincoln Memorial to call attention to the needs of children. Among the issues addressed were a call for adequate funding of schools and other governmental programs created to help the nation's youths as well as providing good jobs with decent pay and benefits so families can raise their children properly.

"Children should be first on the agenda at all

levels," noted AB Jim Souci of San Francisco, one of many Seafarers taking part in the rally. "They're our assets—the future of America."

"It's inspirational to be involved in something like this," added Recertified Steward Janet Price, who sails from the port of Jacksonville, Fla.

SIU members led AFL-CIO President John Sweeney and the parade of union-members and their families from the Ellipse in front of the White House to the Lincoln Memorial. Thousands of trade unionists carrying signs reading "AFL-CIO Stands for Children" and "America Needs a Raise" were mixed with others participating in the day's events.

### With Seafarers on the Cape Johnson



Seafarers recently met with SIU officials aboard the Ready Reserve Force (RRF) ship *Cape Johnson* in Baltimore. They discussed the latest developments affecting the U.S.-flag merchant marine. Standing from left to right on the deck of the *Amsea* vessel are retired Recertified Bosun Roland "Snake" Williams, SIU Executive VP Joseph Sacco, Bosun George Perry, Steward Rachel Cutler, Electrician John Fichter, SIU Vice President Contracts Augie Tellez and Baltimore Port Agent Dennis Metz. Kneeling is DEU John Favero.

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# Membership Votes on Standard Contracts

## Job and Retirement Security, Medical Benefits Are Focus of 5-Year Pacts

Voting is well under way on new five-year standard freightship and tanker contracts that emphasize job security and retirement security for Seafarers.

The tentative agreements feature numerous gains directly based on members' input, including an innovative annuity savings plan for individual Seafarers plus new and increased medical benefits for SIU members and their dependents (see story, this page). They are being presented to the membership at SIU halls throughout the country, as well as aboard Seafarers-contracted ships.

Voting thus far has been overwhelmingly in favor of the contracts, which also call for wage increases. A notice of final ratification, along with further details regarding the pacts, is expected to appear in a future issue of the *Seafarers LOG*.

"Job security, retirement

security and comprehensive medical benefits for Seafarers and their families were the SIU's main focus throughout the negotiations," noted SIU Executive Vice President Joseph Sacco. "The end

See pages 6-7 for additional reports on the standard contracts.

result are agreements that achieve those goals and clearly reflect the input of the membership."

He added that, in preparing for the talks, the union carefully reviewed the contract recommendations made by Seafarers in minutes of shipboard union meetings, in minutes of monthly membership meetings at the various

halls, in communications to the contracts department and in sessions with Seafarers attending classes to upgrade their skills at the Paul Hall Center.

SIU Vice President Contracts Augustin Tellez noted that the length of the agreements helps provide stability in the industry by allowing the ship operators to determine both their costs and their operations for an extended period.

### Smooth Sailing for 5 Years

The new contracts were reached early last month with deep sea operators in the management group known as the American Maritime Association. Once ratified, they will be in effect (retroactively) from June 16, 1996 through June 15, 2001.

Highlights of the agreements include the following:

- A newly negotiated savings plan known as the Seafarers

## Expanded Medical Benefits Featured in New Agreements

In a major contractual gain that should result in substantial savings for SIU members and their families, dependent coverage will be expanded to provide 100 percent of reasonable and customary charges, pending final ratification of the new standard freightship and tanker agreements.

This is an increase from the current level of coverage (80 percent) and eliminates the 20 percent co-payment.

Additionally, for the first time, dental benefits — including orthodontics — will be extended to Seafarers' dependents. The contracts also call for increases in optical benefits as well as dental coverage for SIU members.

More details will be published in an upcoming issue of the *Seafarers LOG*.

Money Purchase Plan Benefit (SMPB). This benefit—which does not cost Seafarers anything and is totally separate from the wage-related pension — is an individual interest-earning investment account funded by a daily contribution made on behalf of the employee by the company. Seafarers also have the option of voluntarily contributing to their fund.

- Expanded dental and optical benefits for Seafarers and their dependents.

- Establishment of SIU riding gangs that will be used to supplement the ships' crews for project work such as shipyard preparations.

- Modifications in the ship-

board work procedures that add jurisdictional protection while also maintaining strict safety practices.

- Wage increases. Wage schedule also includes a cost of living adjustment (COLA) in the fourth and fifth years of the contract.

- No reduction in crew sizes.
- On tankers, the overtime rate will reflect a blended rate based on a combination of premium, regular overtime and penalty rates.

- The shipping rules shall be amended to place even greater emphasis on safety by giving priority to those mariners who possess the most seniority and shipboard experience combined with training at the Paul Hall Center.

# Jones Act Remains Vital

## Supporters Tell House Subcommittee that Cabotage Law Affects National Security, Economy and Transportation

Members of the House Coast Guard and Maritime Transportation Subcommittee heard how vital the nation's freight cabotage law is to America's transportation system, economy, safety and national security during a June 12 hearing on the Jones Act.

The day-long hearing was called by Chairman Howard Coble (R-N.C.) "to determine if current law meets the transportation needs of the country."

The SIU responded to the chairman's call by pointing out the value of the 1920 law, which states cargo moved between domestic ports must be carried aboard U.S.-flag, U.S.-crewed and U.S.-built vessels.

"The Jones Act is a national law which rightfully protects American industries and American workers," SIU Governmental Affairs Director Terry Turner informed the subcommittee.

"It is a law which fosters the development of American industries and provides employment opportunities for American citizens."

### Wide-Ranging Support

Joining Turner in support of the Jones Act were representatives from other maritime-related labor unions, shipping and transportation industries, the

federal government and shipbuilders.

"The coastwise laws of the United States, and similar cabotage laws applicable to U.S. aviation, rail and trucking industries, are essential to ensuring the safety, reliability and efficiency of our domestic transportation system and, as such, are vital to our national defense and economic security," noted Philip Grill, chairman of the Maritime Cabotage Task Force.

The task force is composed of more than 400 maritime and transportation-related organizations, including the SIU. Grill also serves as vice president for government relations for SIU-contracted Matson Navigation.

"The national transportation policy embraced by the Jones Act not only guarantees a viable privately owned maritime fleet, but sustains all other modes of U.S. commercial transportation as well," added Peter Finnerty, vice president for public affairs at Sealand. Finnerty was testifying on behalf of the Transportation Institute, which represents more than 100 companies operating U.S.-flag vessels in the domestic and foreign shipping trades.

### Administration Backing

Presenting the Clinton administration's endorsement for the law was Maritime Administrator Albert Herberger.

"The administration supports the Jones Act as an essential element of U.S. maritime policy," Herberger told the subcommittee.

"Our overall national maritime policy, of which the Jones Act is a key part, is designed to promote national and economic security. U.S.-flag ships perform these services in all political and economic situations, during peace or war," the retired U.S. Navy vice admiral added.

America's shipbuilders also offered their blessing for the nation's freight cabotage law.

"The Jones Act is a bedrock requirement to sustain the U.S. shipbuilding industrial base, a critical national asset," Tom Bowler, president of the American Shipbuilding Association, told the elected officials.

"Since 1920, the Jones Act has brought forth an efficient and competitive domestic transport system," noted Robert O'Neill, vice president of the Shipbuilders Council of America.

### Jobs and Other Benefits

Also speaking out in favor of the Jones Act were members of the subcommittee as well as other elected officials who attended the hearing.

"I am here to state my support for the retention of the Jones Act," Rep. Herbert Bateman (R-Va.), chairman of the House Merchant Marine Oversight Panel, said while making an appearance at the hearing.

The ranking minority party member of the House Coast Guard and Maritime Transportation Subcommittee, Rep. Bob Clement (D-Tenn.), stated what he thought the focus of the hearing should be.

Continued on page 5

## Seafarers Offer Firsthand Knowledge About Jones Act to Legislators



Meeting with Rep. Howard Coble (R-N.C.) (far right), chairman of the House Coast Guard and Maritime Transportation Subcommittee, during a break in the Jones Act hearing are (from left) Robert Morton Sr., Pensioner William Drew, AB Robert Morton Jr., Sylvia Kirk and AB Robert Kirk.

For three Seafarers and their family members who attended the June 12 House Coast Guard and Maritime Transportation Subcommittee hearing on the Jones Act, the day on Capitol Hill proved to be educational for both them and the elected officials to whom they spoke.

Seafarers William Drew, Robert Kirk and Robert Morton Jr. all traveled from North Carolina to not only listen to the hearing, but also to let members of Congress know firsthand how the Jones Act affects them.

The trio—along with Kirk's wife, Sylvia, and Morton's father, Robert Sr.—spent a few minutes with the congressman who represents their home district, Rep. Walter Jones Jr. (R-N.C.), to seek his support for the nation's freight cabotage law.

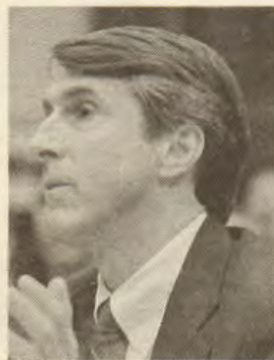
"We told him how important the Jones Act is to us," noted Sylvia Kirk, whose husband sails as an AB. "We told him this is something that affects our everyday life because Robert is a merchant mariner."

Mrs. Kirk reported that Jones listened attentively to what all five of them had to say. She said the congressman asked what they thought about the hearing and how they thought it went. Jones then expressed his doubts that any legislation would make its way through Congress this year.

"I thought the meeting went very well," added AB Morton following the session with Jones. "As we were leaving, I made sure he knew we need a strong U.S.-flag fleet, for ourselves and our country."

All of them listened to the five panels which presented testimony during the day-long hearing. During breaks, they introduced themselves to several members of the subcommittee, including Chairman Howard Coble (R-N.C.) as well as Rep. Bob Clement (D-Tenn.), who serves as the ranking Democrat on the panel.

"I found the whole process very educational," stated Drew, a retired QMED. "All of the representatives were very interested to hear what we had to say about the Jones Act and being a mariner. I think they were able to learn from us, as well."



Representatives from maritime labor unions, the federal government and the shipping industry testified in favor of the Jones Act during the House Coast Guard and Maritime Transportation Subcommittee hearing. Clockwise from top left are Terry Turner, SIU governmental affairs director; Albert Herberger, head of the U.S. Maritime Administration; Philip Grill, chairman of the Maritime Cabotage Task Force; and Peter Finnerty, representing the Transportation Institute.

# Coalition Asks Congress to Reject Cruise Ship Loophole

## House Amendment Would Keep Foreign Mariners from Seeking Redress in U.S. Courts

A coalition of labor officials, maritime ministers and consumer advocates outlined during a Washington, D.C. press conference a series of crew abuses and regulatory problems aboard runaway-flag cruise ships docking in the United States.

The June 13 session was called to bring attention to a provision in the Coast Guard Reauthorization Bill (H.R. 1361) that would prohibit foreign mariners working aboard cruise vessels that call on the United States from being able to use the American court system to seek redress. The House of Representatives approved a last-minute amendment to the legislation which added the provision.

### Threaten U.S. Jobs

The coalition warned that permitting this amendment to become law would hurt the U.S.-flag industry trying to compete with runaway-flag vessels. The group pointed out American jobs would be threatened because the foreign seafarers would become a cheaper source of labor without the right to use the U.S. legal system.

With the vast majority of passengers on cruise ships being Americans, the coalition stated the amendment would endanger passenger safety and health because the foreign mariners would be far less likely to report hazardous conditions aboard ship.

Finally, the representatives noted living and working conditions for the seafarers could worsen on the passenger ships because they would not be able to call attention to them through the U.S. courts.

However, when the Senate passed its version of the reauthorization bill (S. 1004), those elected officials did not in-



"Those who are the least powerful in the maritime industry will lose one of their last avenues for protection and justice," states Father Sinclair Oubre about an effort to prevent foreign mariners who sail on cruise ships docking in the U.S. from using American courts to seek legal action. Listening to the SIU member is consumer advocate Joan Claybrook.

clude language denying the American court system to foreign mariners.

For more than a year, the measures have been awaiting action by a House-Senate conference committee, which is designed to iron out differences between similar bills passed by the two houses of Congress.

### 'Un-American' Bill

John Sansone, who monitors the action of runaway-flag ships that dock in the U.S. for the International Transport Workers Federation (ITF), said the House amendment would further unbalance the competition between cruise ships operating under

foreign flags and those sailing with the U.S. flag.

"These companies already have an unfair advantage and they are looking for more," Sansone noted during the press conference. "This is the most un-American piece of legislation I've ever been involved with."

Based in London, the ITF is composed of more than 400 transportation unions, including the SIU, from around the world. The organization has among its goals to seek an end to substandard working and safety conditions found aboard runaway-flag vessels. These ships are those owned in one country, registered in another so as to avoid the government safety, tax and other regulations of the first, and crewed by mariners from still another—generally Third World—nation.

### Domino Effect

Adding his organization's voice to the fight to stop the amendment was Father Sinclair Oubre, president of the North American Maritime Ministry Association.

Oubre, who also is a deck

department member of the SIU, pointed out how difficult it would be for a Third World mariner sailing on a vessel docking in South Florida to press his or her claim on a shipowner in a court located in Monrovia, Liberia or Panama City, Panama where the cruise ship is registered.

Once a law outlawing the use of American courts by foreign crewmembers of a runaway-flag passenger ship takes hold, Oubre added, "it is a very small step to extend that to lightering ships which run from our oil refining cities to off load tankers just off the coast — then to take the final step and deny access to U.S. courts to all foreign merchant seafarers."

### Outside the Law

Showing how the cruise industry operates outside of U.S. law, Richard Vuernick, legal policy director for Citizen Action, said that Carnival Cruise Lines, which is headquartered in Miami, paid no U.S. corporate income tax

on the profits it made from its ships.

"In 1995, Carnival made \$900 million in gross income. Under the tax rate of 33 percent, maybe the U.S. government could have taken in \$300 million toward the deficit if the company had been taxed," Vuernick stated.

Consumer advocate Ralph Nader informed the audience that foreign crewmembers aboard the runaway-flag cruise ships "work seven days a week with very long hours for the mega-millionaires who own the cruise lines."

He added that the industry "perpetuates floating sweatshops."

Another consumer advocate, Joan Claybrook, said, "This industry—which generates most of its revenue from American passengers who are on roundtrip cruises from the United States—is not required to meet the standards met by other industries doing business in the U.S."

"Now, they want to be free of America's rule of law," she stated.

## Runaway-Flag Cruise Ships Already Exempt from Many American Laws

During a June 13 press conference, consumer advocate Ralph Nader asked why the runaway-flag cruise industry is seeking another exemption from U.S. law. This issue was brought up at the meeting where a coalition of labor organizations, maritime ministers and consumer advocates spoke out against legislation that would prevent foreign mariners sailing aboard runaway-flag cruise ships which dock in American harbors from using the U.S. court system to press legal claims against shipboard problems.

Nader noted the foreign-flag cruise industry in this country already is very profitable and wondered why Congress allows "U.S.-flag companies to face severe competition from these floating sweatshops."

Among the U.S. laws that American-owned cruise line companies with ships registered in such foreign lands as Liberia, Panama and the Bahamas do not have to face, but must be met by U.S.-flag companies, are:

- U.S. corporate income tax laws
- Occupational Health and Safety Act
- Fair Labor Standards Act
- Title VII of the Civil Rights Act
- Americans with Disabilities Act
- Age Discrimination in Employment Act
- Family and Medical Leave Act
- Worker Adjustment and Retraining Act
- Rehabilitation Act
- Sexual Abuse Act
- National Transportation Safety Board jurisdiction for accident investigations

## STCW Certificate Reminder

All ABs, pumpmen, tankermen assistants and any other ratings holding lifeboat tickets who sail in international waters must possess a supplementary form of shipboard identification, known as an STCW certificate, by October 1.

The deadline is earlier for deck department Seafarers joining LNG vessels; those mariners now must have the STCW certificate in their possession when signing on the LNG ships, in order to comply with an international treaty.

Additionally, engine department members with watchstanding ratings will need the STCW identification by February 1997.

For more information on acquiring the certificate, Seafarers should contact their port agent or the Coast Guard Regional Exam Center (REC) nearest their home port. Or, they may call the Paul Hall Center at (301) 994-0010, extension 5270.

Also, ABs and pumpmen who sail tankers now need a tankerman assistant endorsement. It is not necessary to go to an REC to get this rating, but they must keep in their possession (while aboard ship) discharges or a letter proving at least 30 days' seetime aboard tankers during the last five years. They then will be considered "grandfathered" for the endorsement.

## Seattle Hall to Move in October

The Seattle SIU hall will be moving to Tacoma, Wash. and is scheduled to begin operations there on October 14.

The new hall will be located at 3411 South Union Street. Directions to the hall follow:

- From Seattle, take Interstate 5 South to Exit 132 (South 38th Street/West).
- Go approximately one mile to the fourth stoplight (Union Street), and turn right.
- Turn left at the next stoplight, at 35th Street. The union hall is located on the corner of 35th and Union. The building is light green with a stone exterior.

OR

- From south of Tacoma, take I-5 North to Exit 132 (South 38th Street/West), then follow directions above.

## Look for the Union Label!



The SIU and its affiliate union, the United Industrial Workers (UIW), participated in the annual AFL-CIO Union Industries Show May 31-June 3 at the Las Vegas Convention Center. Information and brochures about SIU-contracted passenger vessels, including those operated by The Delta Queen Steamboat Co. and American Hawaii Cruises, were distributed to guests, as were numerous UIW-made products. An estimated 150,000 guests attended the event, and 300 unions and union-represented companies participated. The purpose of the show is to showcase the quality and variety of union-made, U.S.-made goods and services. Pictured at the SIU booth are (from left) UIW Great Lakes Region VP Bill Dobbins, SIU Secretary-Treasurer John Fay, SIU President Michael Sacco, Southern California Port Maritime Council President Dennis Lundy, UIW National Director Steve Edney and AFL-CIO Maritime Trades Department Secretary-Treasurer Frank Pecquex.

# Seafarers Ratify Crowley Pact

By a strong majority, SIU members who sail aboard Crowley Towing and Transportation tugboats recently ratified a new three-year contract that increases wages and benefits.

The agreement was approved June 26 and takes effect July 1. It covers Seafarers who crew Crowley boats in the ports of Lake Charles, La.; San Juan, P.R.; Jacksonville, Fla.; Long Beach, Calif. and Philadelphia.

"I think we came away with a good contract," said Captain Scott Linsley, who graduated from the Seafarers Harry Lundeberg School in Piney Point, Md. 20 years ago. "The benefits were a big move ahead."

Linsley, who sails from the port of Long Beach and who served on the negotiating committee, added that he believes the contract is fair both to the union and the company.

Tankerman Mickey Main, also a member of the bargaining committee, agreed. "Both sides were happy with the result. We made some good gains in our dental coverage and other medical benefits. I have a wife and three children, so I'm personally pleased we got some dental coverage for dependents," said the Long Beach-based Seafarer.

A 1978 graduate of the Lundeberg School, Main expressed appreciation for his years with the SIU and Crowley. "I have supported my family with this job, I'm a homeowner, and I owe it all to the union and the company."

Another key aspect of the contract is job security, stated Captain Elijah Seals, who sails from the port of Jacksonville. The agreement spells out work rule changes that protect SIU jobs while providing the flexibility to possibly secure additional business, he noted. "We didn't lose any jobs," said the 20-year Seafarer, who also

served on the committee. "Personally, I thought it was a good contract. We got a raise, and another big plus was the fact that our health benefits were vastly improved. That was a big boon to a lot of Seafarers who have families."

Whereas Linsley and Main previously had served on negotiating committees, this was Seals' first time working in such a capacity. "It's an experience everyone should try," he observed. "It's a lot of work, but it's also a very educational process."

Negotiations took place at Piney Point and consisted of a pair of one-week sessions followed by three all-day sessions.

"The committee was very dedicated and truly did an outstanding job," said SIU Executive Vice President Joseph Sacco.

Joining Seals, Main, Linsley and Sacco on the committee were Captain Alex Rondfelt, Tanker-

man Ivan Willoughby and ABs Ivan Corlis and Leoncio Cance from San Juan; Captain Byron Davidson and AB John Salmon from Lake Charles; AB Ray Richardson from Jacksonville; Mate Jim Larkin and AB Steve Welch from Philadelphia; and Engineer Al Cvitanovich from Long Beach. Also serving were SIU Vice President Contracts Augie Tellez, SIU Vice President Atlan-

tic Coast Jack Caffey, SIU Assistant Vice Presidents Dave Heindel (Philadelphia) and Don Anderson (Houston), Wilmington, Calif. Port Agent George Tricker and San Juan Port Agent Steve Ruiz.

SIU-crewed Crowley tugs and barges transport various cargoes between the aforementioned ports and to other locations. "We handle just about anything that can be put on a barge," said Seals.

## Members Have Incentive To Review Medical Bills

Captain Scott Linsley knows firsthand that hospitals make plenty of billing errors.

When Linsley's wife was undergoing cancer treatment, they were charged \$1,600 for a prosthesis Mrs. Linsley neither received nor needed. The Long Beach, Calif.-based Seafarer, who sails with Crowley Towing and Transportation, caught the mistake and had the charge removed.

"Most of the bills (from the treatments) contained errors," the 44-year-old Lundeberg School graduate stated. "If we don't check them and speak up, we'll all be losing money."

When Seafarers catch such mistakes and have them adjusted by the health care provider, they not only save money for the Seafarers Welfare Plan, but also become eligible for a reward of up to \$500. Under this system, known as the participant audit program, the plan offers members a 25 per-

cent reward (to a maximum of \$500) every time they spot a medical billing error which then is corrected to result in a savings to the member and the Seafarers Welfare Plan.

For more information about the SIU's participant audit program, call the claims department at 1-800-CLAIMS4 (1-800-252-4674).

### Valuable Benefits

Linsley also noted that his family's tragic experience (his wife eventually passed away) made him fully realize the value of good medical benefits.

"Without the union, without insurance, I would have been (financially) ruined and my wife wouldn't have gotten the care she received," he said. "I try to get [fellow boatmen] to understand that benefits are extremely important. If my example can be used constructively in the LOG to illustrate that point, then by all means, print it."

# Transoceanic Cable Ship Crews Vote on Five-Year Agreement

Increased wages and benefits and a new annuity savings plan are included in a proposed five-year contract that is being voted on by SIU crews aboard vessels operated by Transoceanic Cable Ship Company.

Final approval was expected to take place as the *Seafarers LOG* went to press. All indications were that the contract, which would take effect July 1, had overwhelming support from the membership.

For example, at a June 19 shipboard ratification vote aboard the *Global Link* in Baltimore, crews from that ship and the *Global Mariner*, which was docked nearby, unanimously backed the agreement.

"I'm really proud of the contract. I think it's a big step forward," said Bosun Thor Young following the vote aboard the *Global Link*. "The officials obviously did a good job negotiating."

Chief Cook James Gladney identified 100 percent medical coverage for dependents (for reasonable and customary charges) as a highlight of the contract. Another, he said, is the Seafarers Money Purchase Plan Benefit — an innovative savings account for individual SIU members that has no vesting requirements and is funded by contributions from the company.

"It's wonderful," Gladney stated. "I support the entire contract."



Prior to unanimously approving a new five-year contract, SIU crews from the *Global Link* and *Global Mariner* listen as SIU Executive VP Joseph Sacco (standing at right) brings them up-to-date on matters affecting the union and the maritime industry as a whole. The meeting took place June 19 aboard the *Global Link* in Baltimore.

Similarly, Bosun Jose Gomez described the pact as "super. The medical benefits are great."

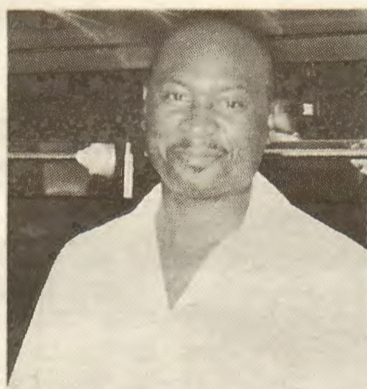
The agreement increases medical coverage both for Seafarers and their dependents. That includes dental and optical benefits.

The contract also increases the overtime rate on the ships, whose crews perform cable-laying and repair operations.

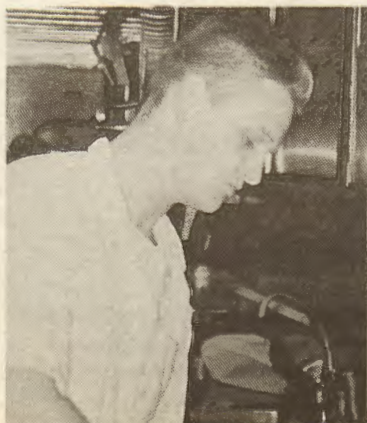
Sizing up the entire package, Recertified Steward Brandon Maeda said, "I think it's great. This contract is one example of why we are the envy of a lot of other maritime unions."

Seafarers crew five ships

operated by Transoceanic. They are the *Long Lines*, the *Global Sentinel*, the *Charles Brown*, the *Global Link* and the *Global Mariner*.

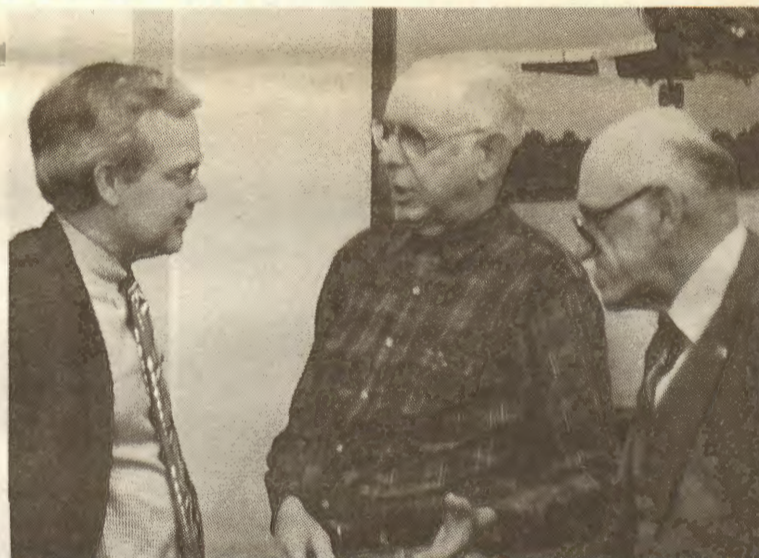


Cook/Baker Willie Crear (top photo) and SA Ray Magneson (below) voted in favor of the five-year contract during a meeting conducted last month aboard the *Global Link* in Baltimore.



The security of a five-year contract is one topic discussed aboard the *Global Link* by (from left) SIU Vice President Contracts Augie Tellez, Bosun Jose Gomez, Recertified Steward Brandon Maeda and SIU Executive VP Joseph Sacco.

## Jones Act Deserves Support, House Subcommittee Is Informed



Rep. Bob Clement (D-Tenn.) (left) hears from Robert Morton Sr. (center) and AB Robert Morton Jr. how the Jones Act affects their livelihoods.

Continued from page 3

"Today's hearing is really about jobs: jobs for U.S. citizens employed in our domestic shipping industry; jobs for U.S. citizens employed in our nation's shipyards; jobs for U.S. citizens employed in our domestic trucking and rail industries who should not have to compete against seamen hired from Third World nations," announced Clement.

In professing his support for the Jones Act, Rep. Randy Tate (R-Wash.) said the law "provides important benefits to our nation in at least three ways."

Tate outlined the three benefits as national security, economics and environmental and safety.

"Safe, efficient and reliable water transportation is absolutely critical to the Pacific Northwest. What makes this powerful relationship work is a domestic waterborne transportation system that I would compare to any in the world," the Washington state representative concluded.

### Challenges Statements

Support for the Jones Act also came in the form of questions from members of the subcommittee.

Rep. Don Young (R-Alaska) took two witnesses to task over several of their statements opposing the Jones Act. Young challenged a view expressed by Rob Quartel, who heads a coalition trying to diminish the law, that 71 retired U.S. Navy admirals were wrong to call the Jones Act vital to the nation's security interests.

Then Young, who is the only licensed maritime pilot serving in Congress, contested the notion presented by J. Stephen Lucas, vice president of the Louis Dreyfus Corp., that the company would not benefit by using its foreign-flag fleet in the place of U.S.-flag vessels.

The May 1990 issue of the *Seafarers LOG* pointed out that Louis Dreyfus, a French-owned company, owned or operated more than 100 foreign-flag ships, most of them bulkers.

# Seafarers Back New Contracts

## Widespread Praise for 5-Year Pacts



Throughout the country, Seafarers are praising the new five-year standard freightship and tanker contracts currently being ratified by the membership.

"I have been a member of the SIU for 27 years, and this is the best contract I've seen," stated engine department Seafarer **Ahmed Salim** at the SIU hall in New York.

"I'm really impressed with what our union did at the bargaining table," said Recertified Bosun **Charlie Parks** at the union hall in Norfolk, Va. "In my 18 years with the SIU, this is the best contract I've seen."

The two Seafarers' comments reflect the overwhelming support for the agreements as shown last month in special voting meetings at SIU halls and during ratification sessions aboard Seafarers-contracted vessels. Voting began June 7, and final ratification was proceeding as the *Seafarers LOG* went to press. (An announcement of final ratification will appear in an upcoming issue of the *LOG*.)

At the ratification meeting in Jacksonville, Fla., members applauded the announcements of 100 percent medical coverage for dependents, dependent dental benefits and improved dental coverage for SIU members.

"It's fantastic," said AB **David Campbell**. "The dental coverage is something we've needed. Overall, it is outstanding."

Chief Cook **Gina Lightfoot** and QMED **Arthur Baredian** also cited the medical benefits and expanded dependent

coverage as highlights of the contracts. Chief Cook **George Vorise** summed up his view of the agreements when he said, "This contract is beautiful!"

Steward **Gerald Kirksey** concurred. "This is a good contract. It is excellent," he observed.

In Norfolk, Steward **Lonzell Sykes** described the contracts as "wonderful, the best yet. It's a good package from A to Z."

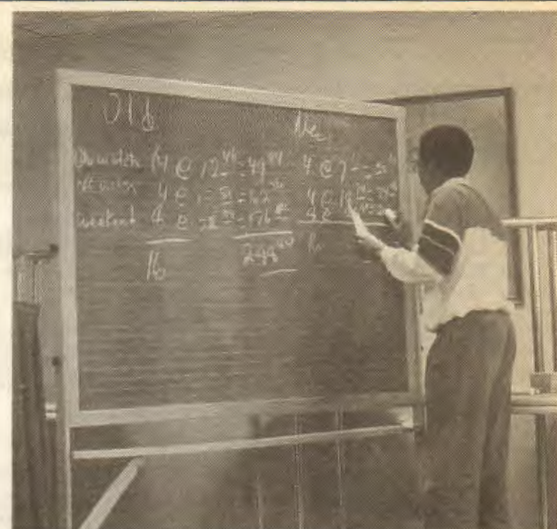
OS **James "Poppy" Davis** said the pacts boosted his faith not only in the SIU, but in the U.S.-flag merchant marine. "A contract like this shows that there's a future for young people coming into this industry," he said. "The [Seafarers Money Purchase Plan Benefit] and the medical plan are the best parts."

AB **Larry Combs** tabbed certain work-rule changes as an important gain, while AB **Clay Brown** singled out the money plan benefit as "the best part of the contract. But the whole contract is great," Brown said. "The union did a great job fighting for seamen."

AB **Demetrio F. Marchione** said the agreements "protect our job security and stress safety aboard ship as well."

In New York, as in Jacksonville, Norfolk and several other SIU halls, the ratification vote was unanimous in favor of the contracts.

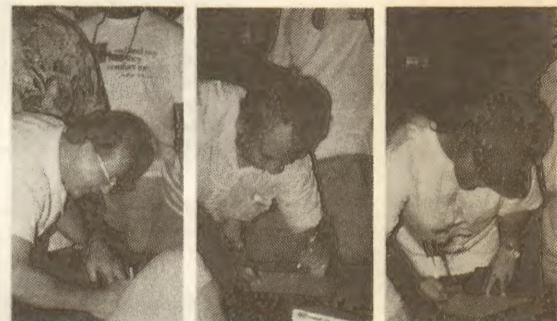
"It's a very good contract," said AB **Abdulla Saeed**. "The savings plan, the health benefits—it's all good."



SIU Assistant VP Contracts **Kermet Mangram** illustrates contract changes at New York hall.



Longtime Seafarers **Ahmed Salim** (left) and **Abdulla Saeed** arrive at New York meeting.



Signing in at the Jacksonville vote are (l-r) AB **Robert Lewis**, OMU **Kenneth Adamczak** and SA **Heather Stilwell**.



Approving the pacts in Jacksonville are (l-r) AB **David Campbell**, AB **Frank Thompson**, Steward **Ivan Salis** and OMU **Dan Campbell**.



Backing the contracts in Jacksonville are (l-r) Bosun **Paul Domes**, Chief Cook **Leon Grant** and Bosun **Harry Berggren**.



QMED **Cindy Davis**, in Jacksonville, asks about medical coverage. Participating in the Jacksonville meeting is OMU **Dan Campbell**.



TOP PHOTO: QMED **Arthur Baredian** votes in Jacksonville. ABOVE: Recertified Bosun **Charlie Parks** (right) asks a question at the meeting in Norfolk.



SIU Port Agent **Mike Paladino** opens the meeting in Norfolk.

Steward **Lonzell Sykes** and his wife, SA **Cheryl**, listen in Norfolk.

C. Cook **Alonzo Belcher** and wife, **Avise**, attend Norfolk vote.

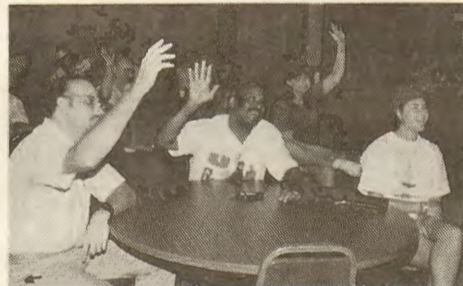
C. Cook **Ron Hall** (raising hand) makes point in Norfolk.



In Honolulu, AB **Teddy Doi** moves to accept the standard pacts.



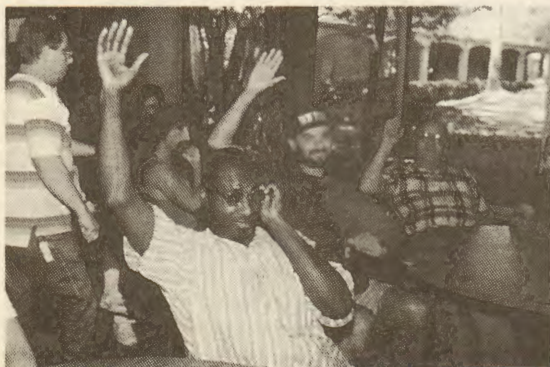
Voting "aye" in Jacksonville are Chief Steward **Robert Wilcox**, OMU **Ken Adamczak**, AB **Brad Brunette**, Bosun **Scottie Byrne**, Chief Steward **Robert Firth**, Chief Cook **George Vorise**, SA **Heather Stilwell** and others.



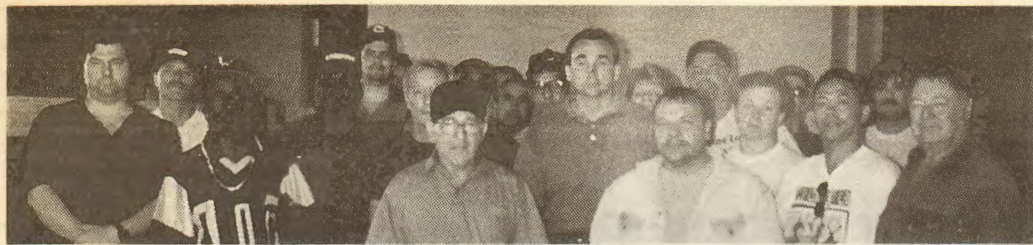
Overwhelming support for the contracts is evident among members in the port of Honolulu.



Members in San Francisco observe moment of silence before starting their meeting.



QMED **John Bimpong** (foreground) and fellow members in Jacksonville cast their votes.



Seafarers pose for a group photo before the vote in Baltimore.



SIU Assistant VP Bob Hall reviews contract highlights with Seattle members.



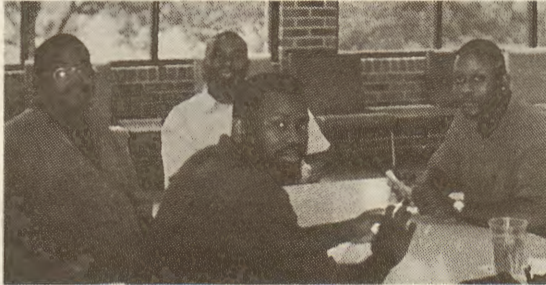
Members contemplate the five-year agreement at the Seattle hall.



Members at the Paul Hall Center in Piney Point, Md. applaud the new contracts.



Meeting for a vote aboard the *OOCL Inspiration* are (l-r) Bosun R. Barrack, AB F. Gongora, AB D. Miller, AB T. Killbride, SIU Exec. VP Joseph Sacco, AB L. Emnace, AB R. Mena, SIU VP Contracts Augie Tellez and Recertified Steward E. Doffow.



In Mobile (l-r), Jessie Andrews, Kennard Campbell, Darryle Coale and Norman Williams prepare to vote.



From left, Lawrence Wright, Paul Charly and Lonnie Gamble are seated for the Mobile meeting.



SIU Exec. VP Joseph Sacco explains new contract aboard *OOCL Inspiration* as Bosun R. Barrack (left) and Electrician J. Carr listen.



In four photos directly above, Houston-area Seafarers intently ponder highlights of the new standard contracts.

# Sea-Land Consumer Crew Solid for New Agreement

News that the union was presenting a new standard freightship agreement was received eagerly by the crew of the *Sea-Land Consumer* when the vessel docked at Blount Island near Jacksonville, Fla. on June 7.

Bosun **Francis Adams** attended the special meeting held in the Jacksonville hall to get the first word of the new five-year pact.



The *Sea-Land Consumer* crew is unanimous in support of the new pact. Showing they are in favor are (from left) Electrician Irwin "Uggy" Rousseau, AB Rafael Vega and Chief Cook George Salazar.



AB Roberto Diaz sands the house of the *Sea-Land Consumer* prior to attending the contract meeting.

"This is a great contract," Adams stated after the two-hour meeting. "I know the guys will be happy when they hear about it."

Later that afternoon, Jacksonville Port Agent Anthony McQuay went on the containership to outline the contract with those aboard. Before he could finish climbing the gangway, deck department Seafarers started peppering him with questions.

During a one-hour meeting aboard the *Sea-Land* ship, McQuay reviewed the new pact and answered questions from the crew. Several members from the deck, engine and steward departments attended the meeting.

"I love the Seafarers Money Purchase Plan Benefit," noted Electrician **Irwin "Uggy" Rousseau**. "This and all the other

benefits will help a lot of members.

"This contract is an exceptional move by the negotiators."

Adding his support to the new agreement was **AB Dion Tury**.

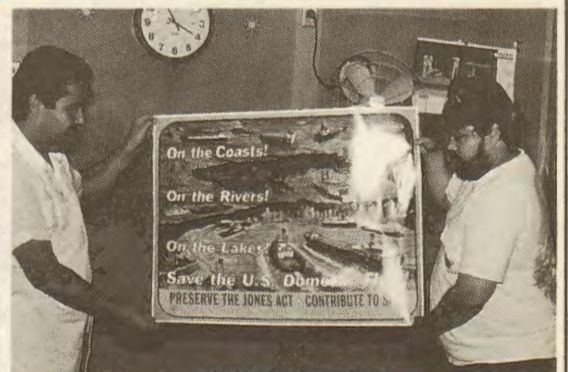
"I think the emergency leave provision is great. If there is ever a time when a medical or family emergency comes up, we will be able to return to the ship without losing our jobs. This is a tremendous improvement."

Members smiled and applauded when they heard about the upgrading of the dental and optical benefits as well as the 100 percent coverage (within reason) for dependents' medical benefits.

The *Sea-Land Consumer* crew voted unanimously for the new agreement.



Signing in for the shipboard meeting is **AB Dion Tury**.



Following the special contract meeting aboard the vessel, Chief Cook George Salazar (left) and SA Tom Higgins prepare to hang the new SPAD "Preserve the Jones Act" poster.



Asking questions of Port Agent Tony McQuay (left) about the new pact before the meeting are SA Jesse Robinson (center) and Chief Cook George Salazar.

# Orgulf Cooks Sizzle Through Culinary Course

## Inland Members Praise Paul Hall Center Curriculum

Three Orgulf Transport Co. cooks last month completed a specially designed two-week culinary training course at the Paul Hall Center in Piney Point, Md.

"It was wonderful," said Linda May, who has sailed with Orgulf for the past five years. "I just loved it. Everybody was professional, patient and easy to learn from. The Paul Hall Center atmosphere is helpful, too, and the upgraders from other classes were very kind and respectful when we interacted with them."

Also completing the class, which blended hands-on training with classroom instruction, were Mary Hooper and Steven Nelson.

"I thought it was very informative and good for everybody," noted Nelson, who formerly worked as a land-based chef. "The

culinary facilities are great, and the campus is beautiful. Everybody who's ever been here from Orgulf has liked it and learned a lot."

The course included intensive study of shipboard sanitation. Executive Chef Allan Sherwin, director of culinary education at the Paul Hall Center, and Lundeberg School instructor Eileen Hager stressed prevention of food-borne illness and correct procedures for inspection, preparation and storage of foods.

For example, among the key facts the cooks reviewed is 90 percent of occurrences of food-borne illness is related to personal cleanliness (such as hand-washing or removing one's apron prior to using a restroom). They also were reminded that the organisms that

cause food poisoning are tasteless and colorless; therefore, they primarily are identifiable through the scent of their waste.

By satisfactorily completing this segment of the class, Nelson, Hooper and May earned certification from the Educational Foundation of the National Restaurant Association.

Other aspects of the program were basic cooking skills, use of computers for menu-planning and ordering stores, and emphasis on nutritional cooking. The Orgulf cooks also did practical training with other galley gang Seafarers. "That was very beneficial," said

May.

"They were good students who were motivated," observed Sherwin.

"When upgraders train here, one of the benefits is that they become acquainted with further possibilities for education and training that exist at the Paul Hall Center," Sherwin continued. "We then can talk about specialized training."

Nelson added that he and the other Orgulf cooks enjoyed a weekend trip to Washington, D.C. "That's the first time any of us toured the Capitol, the Smithsonian and the monuments," he said. "We really enjoyed that."



Linda May described the Paul Hall Center instructors and staff as "professional, patient and easy to learn from."



The center's lecture/demonstration galley greatly facilitated learning, noted Seafarer Steven Nelson.



Mary Hooper is one of three Orgulf cooks who completed a culinary course at the Paul Hall Center.

# American Queen Seafarer Muirhead Successfully Completes Chief Steward Training

According to James Muirhead, the only honor greater than being the first cook/relief sous chef aboard the *American Queen* is belonging to the SIU, where he has the opportunity to upgrade his skills at the Harry Lundeberg School of Seamanship in Piney Point, Md.

"Being able to come to Piney Point and upgrade has given me the opportunity to explore what I want for my future and discover what other options are available to me as a member of the SIU," stated Muirhead, who graduated from the chief steward course at the Lundeberg School on June 14.

The 37-year-old galley gang member successfully completed the intensive 12-week course, which earned him certification as a chief steward. His curriculum included classroom instruction that was supplemented by on-the-job training. Menu planning, work organization, typing, inventory control and requisitioning procedures were among the topics covered. Sanitation, nutrition and safety also were highlighted.

Muirhead noted that while he will use everything that he learned in the class when he is at work aboard the world's largest paddlewheeler, he feels that the sanitation portion of the course will benefit him most when he returns to The Delta Queen Steamboat Company vessel.

"I was very impressed with the degree of expertise provided by Chef Allan [Sherwin, head of the school's culinary education department] in the sanitation segment," recalled Muirhead.

"I have taken several courses

on sanitation, but the one offered at Piney Point was superior. It was very detailed and in-depth. I learned a lot that I will be able to bring back aboard the *American Queen* and teach other members of the staff. I am very pleased with what I learned," he added.

The galley gang member also stated the time spent in the lab by the chief steward students was "very beneficial. I learned a lot of new techniques and ideas. There are many more ways to prepare foods than what I was familiar with. The information was invaluable," Muirhead continued.

The Long Island, N.Y. native moved to New Orleans in 1981 to search for work in the oil fields. After he was unsuccessful in obtaining a job in the petroleum industry, he began working as a cook in New Orleans-area restaurants.

"And I just went from there. I discovered that cooking is what I was made for," Muirhead told a reporter for the *Seafarers LOG*.

After hearing about the SIU from his brother, who served in the U.S. Navy, he sent an application to the New Orleans-based Delta Queen Steamboat Company and obtained a job as a member of the steward department aboard the *Mississippi Queen* in 1994.

Muirhead sailed aboard that vessel until the 418-foot *American Queen* was christened and joined the company's fleet in June 1995.

"Bringing the *American Queen* out of the shipyard is one of the highlights of my career. All the work that went into the effort made those of us who brought her out feel that we had put her together ourselves and that the *American*



As part of the chief steward course at the Lundeberg School, James Muirhead learned different techniques to prepare food. Above, Muirhead works on a special recipe in the steward lab.

*Queen* was our ship," he recalled. "I love working aboard *American Queen*. It is a good, steady job, and I am always well taken care of," he said.

Muirhead acknowledged the advantages of sailing aboard one of only three overnight paddlewheel steamboats operating in the United States.

"The *American Queen* is the most beautiful vessel I have ever seen. From bow to stern, it is truly remarkable. It also has the largest collection of antiques in all the Midwest. Even the crew's quarters are nice," he stated.

Muirhead added that he enjoys visiting the quaint towns located along the rivers that the *American Queen* plies. "I like to discover all the little towns, visit with the people, experience their cultures and get to know them, if I have the time. That, for me, is a definite highlight," concluded the chief steward.

## Maryland Governor at Hall Center



Maryland Governor Parris Glendening (left) recently visited the Paul Hall Center for Maritime Training and Education in Piney Point, Md. to address a meeting of the Maryland State and Washington, D.C. AFL-CIO. Nick Marrone (right), acting vice president of the center, presented the governor with an SIU jacket and a Harry Lundeberg white cap. Before being elected governor, Glendening served for 12 years as the county executive of Prince George's County, Md., where SIU headquarters building is located.

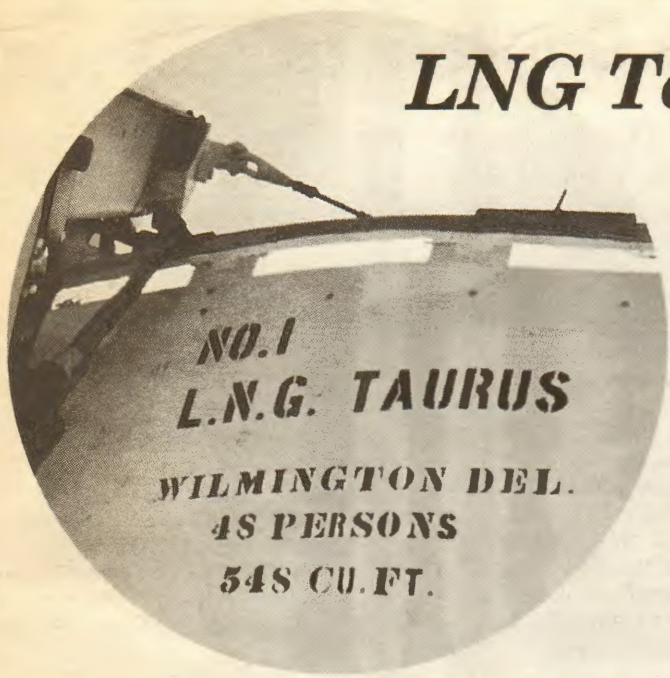
## Seafarer Hoitt Active in American Legion



While recently upgrading at the Paul Hall Center, Chief Steward Ernest Hoitt noted that the American Legion "is very active with legislation and regulations promoting veterans, including Seafarers who sailed during World War II, Korea and Vietnam." Brother Hoitt, who most recently sailed aboard the *Stonewall Jackson*, is a life member of the American Legion and is commander and past president of New Orleans Post 125.



# LNG Taurus Crew Bullish on Safety



Built in 1979, the *LNG Taurus* transports liquified natural gas between Indonesia and Japan.

The *LNG Taurus* has been an SIU-crewed ship since its christening in Quincy, Mass. in 1979.

Throughout the ensuing 17 years, one thing about the liquefied natural gas carrier has not changed: the crew's commitment to safety.

While safety is important on any vessel, it is especially crucial on one carrying such a potentially dangerous cargo as liquified natural gas. That is why Seafarers are meticulous in their work aboard the LNG ships, which transport cargo between ports in Japan and Indonesia. The SIU members also regularly conduct safety meetings and drills aboard the 936-foot vessel.

"Their determination to keep the *Taurus* as safe as possible is very evident," noted SIU Assistant Vice President Bob Hall, who recently met with crewmembers aboard the ship in Japan and who provided the photos accompanying this article.

Like the other SIU-crewed LNG ships operated by

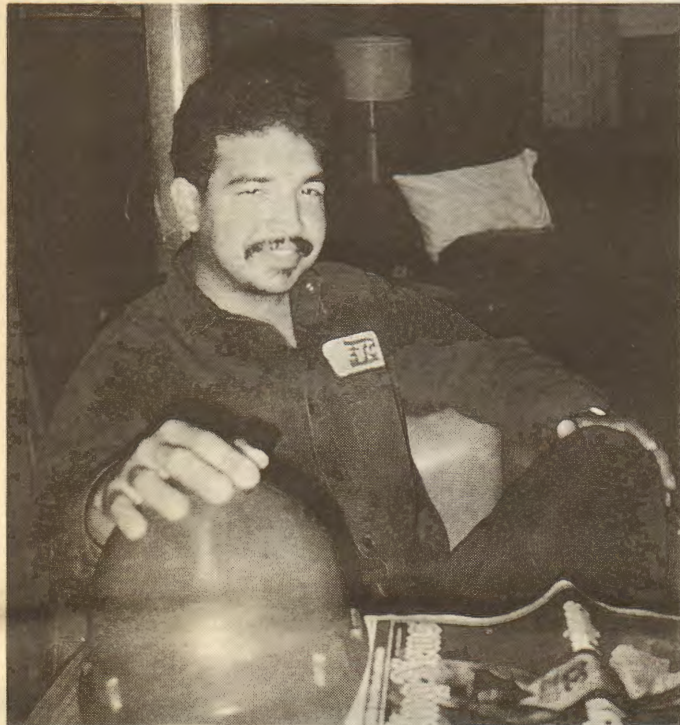
New York-based Energy Transportation Corporation (ETC), the *Taurus* features five eight-inch-thick spherical cargo tanks that rise 40 feet above the deck. Each tank is 120 feet in diameter and weighs 800 tons.

The five tanks can carry a total of 125,000 cubic meters of liquid natural gas at 265 degrees below zero (Fahrenheit).

Other features of the *Taurus* include a double-bottom hull, a collision avoidance system and an extensive firefighting scheme complete with automatic sprinklers and eight dry-chemical firefighting stations located at strategic points on deck.

The *Taurus*' ports of call include Arun and Bontang in Indonesia and Himeji, Osaka, Tobata and Nagoya in Japan.

ETC's U.S.-flag fleet has been transporting liquified natural gas from Indonesia to Japan since 1977.



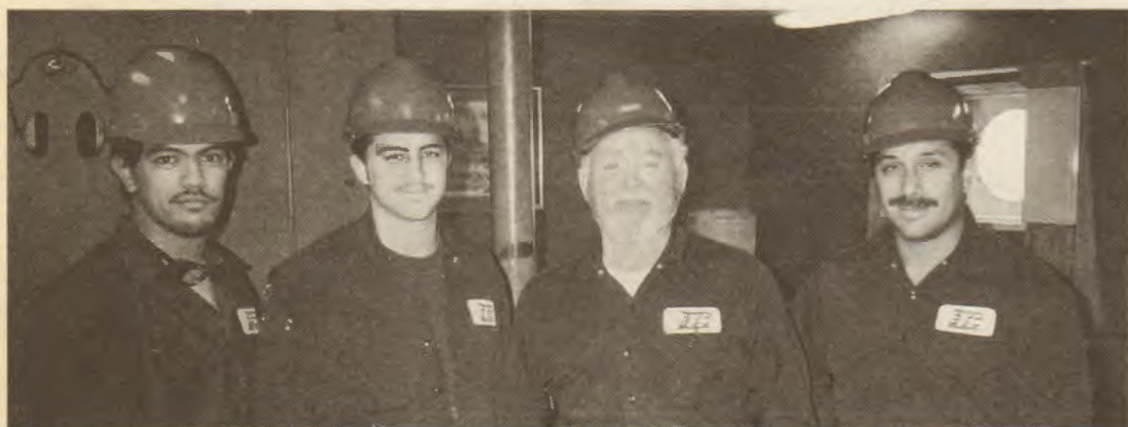
AB Carlos Bonilla enjoys a break after finishing a long shift aboard the *LNG Taurus*.



Posing for photos aboard the *LNG Taurus* are (clockwise, from upper left): Chief Steward Francis Ostendarp, SA William Thomas, AB Ivan Marikovsky, QMED Charles Pomraning, AB Ron Lemere, SA Charles Lore Jr., Chief Cook Paul Deisner and QMED Rene Rosario.



Reporting for work in the galley is SA Terry Gilliland.



After enjoying a good meal, deck gang members (from left) AB Jesse Natividad Jr., DEU Dave Heindel, Bosun J.J. Cooper and AB Ken Steiner are eager for the next assignment.



## Maritime Briefs

### Illness Infects Passengers Aboard Carnival Cruise Ship

Following a seven-day cruise to Mexico, 52 travelers aboard a Carnival Cruise Lines ship became ill after they were infected with an airborne virus carried aboard the luxury liner.

The *Jubilee* departed its home port of Los Angeles on June 16 with 1,897 people aboard. Three days into the voyage, when the ship was arriving in Puerto Vallarta, 52 people had already reported their illnesses. As detailed in press reports, the symptoms resembled food poisoning, and passengers were treated with diarrhea medicine in the ship's infirmary.

Officials at the Centers for Disease Control and Prevention (CDC) in Atlanta did not comment on the virus, but inspectors for the agency cleared the *Jubilee* to leave on another Mexican cruise several days after an inspection of the vessel when it docked in Los Angeles.

"The CDC's belief is that it was an airborne virus and there are no ongoing complications," said Carnival Cruises spokesman Tim Gallagher.

Carnival stated that no other cases were reported after the sick passengers were treated.



### Taiwanese Officers Face Murder Charges

Authorities from Taiwan and Romania last month continued to argue about who will get custody of a Taiwanese ship captain and six officers accused of murdering three Romanian stowaways on a trans-Atlantic voyage in April. (The incident was reported in the June issue of the *Seafarers LOG*.)

According to press reports, two Romanian stowaways were forced overboard from the *Maersk Dubai* onto a hastily built raft that quickly fell apart off the coast of Spain. A third stowaway allegedly was stabbed repeatedly before being thrown to his death. A fourth stowaway, who was hidden and fed by the *Maersk Dubai's* unlicensed crew, lived to tell about the incident.

The murders were revealed by eight Filipino crewmembers who left the Taiwan-based containership in late May.

The Taiwanese officers were arrested in Halifax, Nova Scotia by the Canadian port police following the ship's boarding and an investigation by the policemen as well as immigration officials and an International Transport Workers Federation (ITF) inspector.

Lawyers for the Taiwanese officers met with the Canadian police and demanded that they be released to be extradited to Taiwan rather than Romania. Officials from Bucharest argued that they should be extradited to Romania to face murder charges.

According to press reports, the lawyers from Romania told Canadian officials that the evidence presented proved that the unidentified stowaways were "murdered without mercy."



### Liberty Ship O'Brien Returns to the Sea

After a two-year break following its historic voyage to the beaches of Normandy, France for participation in the 50th anniversary of D-Day, the *Jeremiah O'Brien*, one of two surviving World War II Liberty ships, is sailing again.

On June 24, the *O'Brien* sailed from San Francisco, destined for six ports in Canada and the Pacific Northwest. It also was scheduled to participate in a television miniseries. In some ports, the ship will offer tours and day cruises to help raise money to pay for dry-docking in San Francisco in 1997.

While raising funds is one objective, keeping the spirit of the vessel alive is the primary purpose of the voyage, noted supporters of the ship. Chief Engineer Richard Brannon, 77, the oldest member of the *O'Brien* crew, told the *San Francisco Chronicle*, "We have tremendous pride in this ship and we want to keep it alive."

All 56 members of the crew—52 men and four women—are volunteers who perform their work in return for room and board. Approximately two-thirds of the crew sailed a portion of the 1994 Normandy voyage.

The ship set out from San Francisco bound for Victoria, British Columbia, where it was scheduled to remain for one week to participate in Canada Day celebrations on July 1.

The Canadians look to the *O'Brien* as a model in their efforts to save one of their own World War II ships. The *Cape Breton*, one of 354 Park Class cargo ships built for the British Royal Navy in World War II, is in danger of being scrapped. The Park ships had the same horsepower reciprocating steam engines as the Liberty ships but were slightly different in appearance.

From Victoria, the *O'Brien* is slated to sail to Vancouver, B.C. and back down the coast to the Columbia River to visit ports in Longview, Wash., Portland, and Astoria, Ore.

The ship will then sail to Puget Sound to play a part in a television movie about the *S.S. Titanic*. The movie crews are interested in the *O'Brien's* antique steam engines, and it was mentioned in press reports that the ship may be selected to play the role of the Cunard Liner *Carpathian*, a ship which rescued survivors after the *Titanic* hit an iceberg and sank in 1912.

The *O'Brien* is scheduled to return to the port of San Francisco in August.

# Moran Boatmen Complete Week-Long Training Seminar

Another 11 SIU boatmen who sail for Moran Towing of Texas updated their seamanship skills during a one-week seminar con-

ducted last month at the Seafarers Harry Lundeberg School. They are the second class of Moran boatmen to upgrade this year at the

Piney Point, Md. facility.

From June 10-14, the Moran boatmen received intensive training in hazardous-materials handling as well as how new regulations created by the International Convention on Standards of Training, Certification and Watchkeeping (STCW) for mariners and the Oil Pollution Act of 1990 affect them on the job. The training was specially designed for them by Lundeberg School instructors and the company to fit within their busy sailing schedules.

The boatmen also studied rules-of-the-road, radar, bridge management and shiphandling.

Lundeberg School instructor Byran Cummings, who taught the hazardous-materials handling portion of the course as well as the first aid and CPR sections, noted, "The Moran guys are always good groups who are eager to learn and will put forth the extra effort it takes to make it through an intensive one-week course." Cummings added that a majority of the Moran boatmen have upgraded at the Paul Hall Center before.

SIU boatmen who attended the most recent Moran training included Captains Dominic "Dino" Bailey, Miles Heath, Jim Moran and John Sanborn. Also upgrading during the June session were Mates John Sparks, Bill Palmer, Gary Denton, Eric Vizier, Ryan Riggins, Donnie Williams and Ernest Gingles.

Due to the positive response from those who have attended the school, the company plans to send another group of boatmen to Piney Point in August.



Eleven more boatmen from Moran Towing of Texas attended a week-long training session at the Lundeberg School. They are (from left, kneeling) Dominic "Dino" Bailey, Miles Heath, Steve Kelly (company representative), John Sparks, (second row) Bill Palmer, Jim Moran, Gary Denton, Eric Vizier, Ryan Riggins, (back row) John Sanborn, Donnie Williams and Ernest Gingles.



Mate Eric Vizier (left) listens as instructor Byran Cummings explains proper handling of hazardous materials while Mate Ernest Gingles (center) and Captain Dominic Bailey prepare a breathing apparatus for use.

## Bosun Caulder Praises Mayaguez Crew

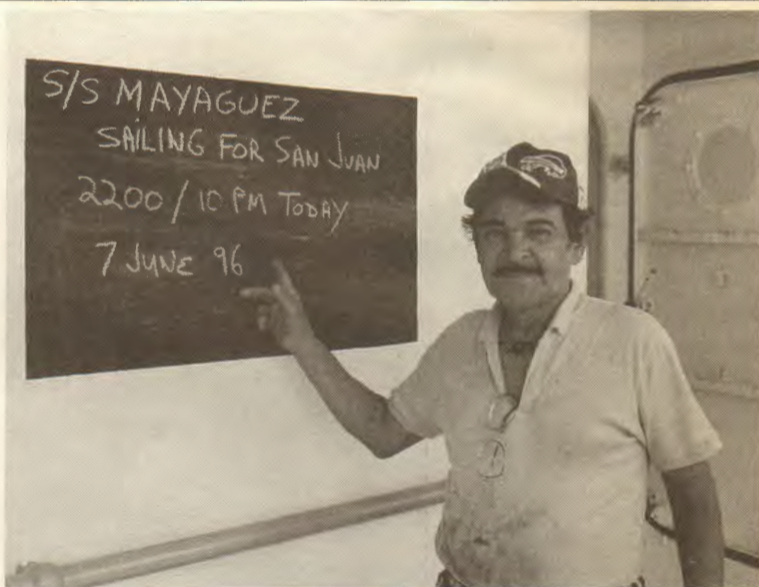
In the words of Bosun Al Caulder, "The *Mayaguez* and her crew are fantastic."

Caulder, who sails from the port of Jacksonville, Fla., recently signed off the NPR, Inc. containership. He had nothing but good words for all the crewmembers aboard the ship.

"All departments work well with each other," the bosun noted. "The crew comes from Puerto Rico, New York and Jacksonville. Everyone knows their jobs and gets along well."



Checking out activities in the crew lounge is Electrician Mark Serlis.



Reminding crewmembers when the *Mayaguez* will be ready to sail from the port of Jacksonville is AB Victor Pacheco.

While Caulder was passing out the praise, he included the steward department for continually doing its share to ensure the ship is a good feeder.

"Steward Richard Ward goes

out of his way to satisfy the crew. He makes sure everything is first-rate."

The containership, built in 1968, sails between San Juan and ports along the Atlantic coast.



Peering from his position in the engineroom is OMU Luis Almodoval.

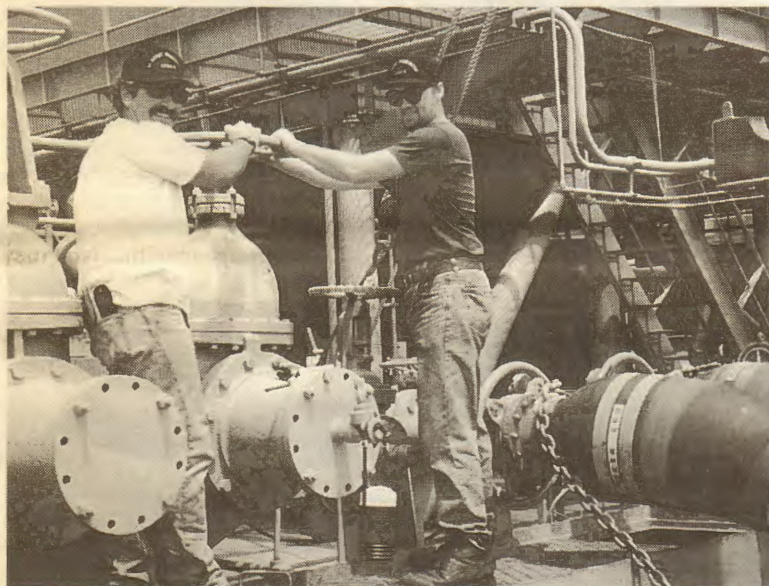


Chief Cook William Muniz welcomes a visitor to the ship's galley.

# Petroleum Discharge Exercises Elicit Job Well Done For Mount Washington Crew



Members of the deck department prepare for the hose discharge operation.



Bosun Jerry Smith (left) and AB Peter McClung open the pressure valves.



In order to launch and recover the 850-ton barge, the *Mount Washington* must list 12 degrees, giving it the appearance of a sinking ship. The sight of this vessel at work caused many people ashore to call authorities to report a ship in trouble in Norfolk harbor.

The professionalism of SIU members was once again demonstrated when the *Mount Washington* participated in recent refueling exercises in conjunction with the U.S. Navy and Army field units.

The operation, dubbed "Market Square," was conceived to practice the offshore petroleum discharge system (OPDS)—a means to support U.S. troops ashore in areas where facilities for pumping fuel do not exist or have been destroyed.

The *Mount Washington* is operated for the Maritime Administration by Bay Ship Management. It has been part of the Navy's fleet of Ready Reserve Force (RRF) vessels, but is being prepared for assignment in the U.S. military's prepositioning fleet. (Other OPDS tankers in the RRF assisted in the humanitarian effort in Somalia and are presently on standby readiness for other military operations to areas of potential conflict.)

After a substantial shipyard period to get the vessel in top form, the *Mount Washington* was activated in Orange, Texas. This was followed by two weeks of training in the deployment and operation of the petroleum discharge system, as well as completing the many routine tasks necessary to get the

ship ready for sea. The tanker departed Orange on May 1 and arrived off Ft. Story, Va. at the mouth of the Chesapeake Bay, where it was joined by Navy Seabees, dive units and other divisions from the U.S. Army Fuel Command.

Deployment of the OPDS—a complicated and sometimes difficult task at best—was made even more challenging due to adverse weather and strong local currents.

The assignment involved laying undersea petroleum hose (called conduit) and listing the ship 12 degrees to port for launching of an 850-ton barge (called a single anchor leg mooring—or SALM). It also required maneuvering the tanker into and out of a four-point moor, deploying anchors and mooring gear, and then retrieving all the equipment.

Pumping ashore began on schedule through the ship's specialized pressure pumps and ultimately delivered nearly two million gallons of a simulated petroleum product.

Backloading was accomplished in Norfolk harbor, where the ship was visited by local television cameras and was featured on the nightly news. The appearance of the listing *Mount Washington* made it look like a vessel in distress—which

prompted many telephone calls by the public to the local television station stating that a Navy vessel was sinking in the harbor.

A special effort by the vessel's seven-man steward department, headed by Chief Steward Felipe Orlanda and Chief Cook Juan Gonzales, was greatly appreciated by the many visiting military, government and civilian officials who came to observe the complex petroleum discharge exercise. Hundreds of additional meals were served and three messes were in operation, including a forward house dining room for visiting generals, admirals and other flag rank officers.

The deck department, under the leadership of Bosun Jerry Smith, worked well as a unit to operate the unique deck equipment. They helped launch the 850-ton SALM, which was carried amidships, deployed reels of floatable/sinkable conduit in 1/2-mile lengths, refueled military craft and supported underwater construction team divers—all without injury or lost time.

It was yet another job well done for the *Mount Washington* Seafarers, who were commended by the various military commands involved in the exercises as well as by the Maritime Administration.

## Patriot Is First U.S. Sea-Land Ship to Call on Shanghai

The *Sea-Land Patriot* recently became the first U.S.-flag Sea-Land ship to call on the port of Shanghai, China, noted Recertified Steward Peter Schulz in a letter to the *Seafarers LOG*.

"The crew made sure the ship was in top shape. Once we reached Shanghai, a party was given by Sea-Land for approximately 60 guests, including officials of the

Shanghai port authority, military personnel, city officials, representatives from Sea-Land and the American general counsel of Shanghai," Schulz stated in the letter and during a follow-up interview with the *LOG*.

A 30-year member of the SIU, Schulz said some of the cuisine was catered by a local hotel, while the rest was prepared by him and

fellow galley gang members Chief Cook Dante Cruz and GSU Jose Mendeses. "The party lasted three hours and definitely was a success," observed Schulz, who began his seafaring career on the Great Lakes before switching to the deep-sea division in 1979.

Because of the rapid turnaround time as well as the festivities aboard the containership,

the crewmembers were unable to venture into Shanghai. The steward noted he was looking forward to paying a return visit to the Chinese port to see some of the city.

"The rest of the voyage also was nice and smooth," he added. "Everything worked like clock-

work."

Schulz, who provided the accompanying photos, explained that he contacted the *LOG* with this story "to inform all SIU sisters and brothers of a new port we were able to visit. This was a winner for the SIU!"



Recertified Steward Peter Schulz (left) greets representatives from the Shanghai port authority and Chinese military during a celebration aboard the *Sea-Land Patriot*.



For Recertified Steward Peter Schulz (left) and other SIU members aboard the *Sea-Land Patriot*, the ceremony marking the vessel's first voyage to Shanghai presented an opportunity to interact with Chinese workers and officials. Here, Schulz collaborates with chefs from Shanghai as they prepare to serve food to guests.



Chief Cook Dante Cruz (center) and GSU Jose Mendeses (right) assist a kitchen worker from a Chinese hotel during gathering aboard the *Sea-Land Patriot* in Shanghai.



The *American Republic* was adorned with commemorative Olympic banners celebrating its participation in the torch relay.



Wiper Hamid Hizam marvels at the thousands gathered to greet the *American Republic* and Cleveland.

## Great Lakes Seafarers Ship



In Detroit, Deckhand Foaad Saleh carries guests' luggage aboard the *American Republic* in the pouring rain.



Painting bulwarks in a Toledo, Ohio shipyard is Deckhand Darren Lahaie.



Watchman Jim Smith (left) and Bosun Terry Henretta put finishing touches on the new gangway.

**E**VEN A DRIVING RAIN could not dampen the spirits of Seafarers aboard the *American Republic*, who became honorary bearers of the 1996 Olympic flame as it made its trek across the United States last month en route to the Olympic Games in Atlanta, scheduled to begin July 19.



greeted by nearly 10,000 cheering people.

A U.S. Coast Guard boat brought a torch runner to the *American Republic*, where deck department members lowered the gangway for him to board. The runner made his way up to the cauldron where he lit a new torch and extinguished the *American Republic's* flame. The Cleveland native then carried the torch off the self-unloader and the relay continued by land en route to Atlanta.

The flame has traveled by bike, motorcycle, horse, ferry, canoe, riverboat, airplane and train, but never in the history of the Olympics has the torch traveled aboard a Great Lakes freighter.

### A Special Privilege

"Participating in the Olympic torch relay is giving us the opportunity to teach Americans about us—Seafarers on the Great Lakes. We are giving them a rare chance to get to know what we do and what we provide. In a way, we are becoming famous," said Deckhand **Mohssan Masa**.

Noting that carrying the Olympic torch is a change of pace for the crew of the *American Republic*, Captain Edward Derry stated that it is a special moment in Great Lakes shipping history.

"The crew of the *American Republic* is both excited and honored to be participating in the Olympic torch relay. It is not just another day on the Cuyahoga," reflected Derry, who along with Captain William Yowell piloted the *American Republic* across the lake.

"We are not only representing the *American Republic* crew but all Great Lakes sailors and everyone in America. This may never happen again," the captain concluded.

SIU crewmembers echoed Derry's sentiments.

"I think it is a true honor, something that we will be able to tell our kids and someday our grandkids," said Wheelsman **Howard Herold**.

"I am excited, honored and overwhelmed at this opportunity," noted Wheelsman **Brendan Murphy**, a 1976 Piney Point graduate.

Longtime Seafarer Gateman **Richard Scherlitz** said carrying the torch "is truly a special experience to add to my seetime. I've crossed the Pacific, Atlantic and been everywhere I have ever



The Olympic flame is delivered in Detroit to the *American Republic* during a heavy downpour.

When the American Steamship Company (ASC) laker docked in the port of Detroit at 2 a.m. on June 9, its crew eagerly awaited their unusual cargo.

"This is a once-in-a-lifetime opportunity for the *American Republic*. It is unique in that a workboat is becoming a showplace to the entire United States. It has turned us all into kids at Christmas," explained QMED **Rich Metcalf** as he and other crewmembers waited for the torch to arrive.

As hundreds of spectators braved the rain, a Michigan torch runner brought the flame up the vessel's gangway at 10 a.m. and lit a solid gold cauldron mounted on the number-four hatch cover near the bow.

With "Atlanta 1996" etched into the gold, the cauldron was made especially for the steamship to carry the Olympic flame across Lake Erie to Cleveland. Featuring a dual propane burner system, the cauldron was designed to withstand the very weather that was encountered in the Detroit River by the *American Republic*—heavy downpours and winds.

However, once the vessel sailed into Lake Erie, the sky cleared, the sun began shining and the flame remained lit for the 10-hour journey to Cleveland.

The *American Republic* docked outside Cleveland's Rock-and-Roll Hall of Fame, where it was



Deckhand **Mohssan Masad** (left), Bosun **Terry Henretta** (center) and Watchman **Eugene Repko** secure a tarp on deck.



QMED **Lonnie Brooks** checks the *American Republic's* gauges prior to departing Detroit.



Monitoring sailing operations are Wheelsman **Brendan Murphy** (left) and Second Mate **David Vitcenda**.



Wheelsman **Jim Smith** prepares the vessel for docking operations in Cleveland.



In Cleveland, Wheelsman **Rick Roussin** readies the gangway for departing guests.



QMED **Rich Metcalf** straightens a hose on the ship's deck.



Painting the boom on the laker are Deckhands **Mohssan Masad** (left) and **Foaad Saleh**.



of spectators who the Olympic flame in



Watchman Larry Smith works on the ship's deck while the vessel was in a Toledo, Ohio shipyard.



Steward Dawn Weymouth prepares dessert for crewmembers and guests aboard the *American Republic*.



Standing watch during the special voyage is Watchman Jim Smith.



Taking a break while sailing across Lake Erie are (from left) Gateman Richard Scherlitz, Deckhand Mohssan Masad, Bosun Terry Henretta, Conveyorman Clifford Kracht, Wiper Hamid Hizam and VP Great Lakes Byron Kelley.

# The *American Republic* as Olympic Flame Sails Across Lake Erie

**LEFT** The Michigan torch-bearer jumps as he presents the Olympic flame to the *American Republic*.

**BELOW** The gold cauldron, mounted on the number-four hatch cover, is lit by the torch runner.



Despite the early morning rain and winds, the flame remained lit for the 10-hour voyage.

wanted to go. Now, here I am at the tail end of my life and I am standing next to the torch!"

Wheelsman **Rick Roussin**, who has been a Great Lakes member for 24 years, noted, "It is a nice honor and a great feeling to have the *American Republic's* name known across the U.S."

Conveyorman **Clifford Kracht** and Steward **Herbie Jacobs** are two of the original crewmembers who helped bring the *American Republic* out of the shipyard after it was built in 1981. Both men agreed that the participation of the *American Republic* in the torch relay was something neither of them ever dreamed would be destined for the iron ore carrier when it sailed out of the Sturgeon Bay, Wis. shipyard 15 years ago.

### Months of Preparation

While transporting the torch proved exhilarating, it took lots of hard work getting ready for the special moment.

"For months we have prepared for the arrival of the torch. The amount of anticipation has been incredible," reflected Metcalf.

"The torch has taken on a human life to us. We have been awaiting the arrival of a very special guest," the 1979 Piney Point graduate stated.

"While there has been a lot of excitement, there has also been an abundance of hard work. The deck department has been very busy making the outside of the vessel look superior. In the engine room, we have been busy making sure that the ship's engines remain in top form," he added.

Bosun **Terry Henretta** and members of the deck department cleaned, chipped and painted the decks and the exterior of the 634-foot freighter until it looked almost new.

Deckhand **Darren Lahaie** noted, "It has definitely been a change of pace. There has been a lot more work in preparing for the arrival of the Olympic torch."

"It is something different than our everyday routine," stated Watchman **Larry Smith**. "It cer-

tainly got our blood pumping. The entire crew has put 100 percent into getting ready for this special event."

QMED **Lonnie Brooks** noted, "We have put forth a lot of time and effort into getting the *American Republic* ready, and I think it is great that we were chosen to participate in the torch relay."

### Meeting the Challenge

Deck and engine department members may have been the most visible in preparing the vessel for the flame, but in the galley, steward department members worked around the clock to ready themselves and the dining areas to feed the 30 extra people who were sailing as part of the flame's entourage.

"I am looking forward to the challenge of working to serve all the extra people," stated Steward **Jacobs**, who was a member of the SIU from 1953 to 1964. "We are planning a special celebration and our work must be the best it can be," he added.

"We have been preparing for this event for the last few weeks," added Steward **Dawn Weymouth**, also an SIU hawsepiper. "We are on top of it all, and we are planning for a very successful and memorable event."

Porter **Yehia Keid** set the tables in the crew mess hall with fine linens, dishes and silverware. Flowers presented to the ship by the "flower lady," **Arlene Earl**, were added to the tables as centerpieces. (Earl owns a Detroit-area flower shop and made several unique arrangements to signify the importance of the event for the *American Republic*. Earl, who was extended an invitation to sail aboard the freighter during the torch relay, donates special flower arrangements to all Great Lakes vessels on major holidays.) For lunch, the galley gang members prepared homemade chicken noodle soup, baked chicken breasts, "stacked" ham and cheese sandwiches, candied sweet potatoes, mashed potatoes and broccoli with cheese sauce. A cake

commemorating the special voyage by the *American Republic* was enjoyed by crewmembers and guests.

Before dinner, the crew and guests savored a fresh vegetable platter and dill dip that was prepared by **Weymouth**. Large salads accompanied made-to-order prime ribs of beef, baked potatoes and green beans. A variety of fresh breads and pastries baked by Second Cook **Harry Petersen** also were available.

"This doesn't happen to us every day, so we wanted to make this a day to remember for everyone who is aboard the *American Republic*," stated **Petersen**.

### Successful Endeavor

Despite the day's stormy start, the event was a total success, according to **ASC Vice President-Engineering Gavin Sproul**.

"I am both relieved and pleased that everything came into place and clicked. The crewmembers of the *American Republic* did an outstanding job cleaning the boat and preparing her for this very special endeavor. You could see the happiness and excitement in their faces and the interest in their eyes. They did a truly spectacular job," the **ASC vice president** told a reporter for the *Seafarers LOG*.

The *American Republic* remained in Cleveland until 1 a.m. on June 10 when the freighter sailed for Lorain, Ohio to resume its regular run of loading ore pellets in Lorain and offloading at various sites along the Cuyahoga River in Cleveland.

Reflecting on the participation of the *American Republic* in the Olympic torch relay and the return to its regular schedule, **QMED Metcalf** noted, "I think from the crew's point of view, we are all a bit sad that it is over but happy to get back to work and our tried and true routine."

"The rarity of this event has brought out the very best in our seafaring hospitality. It brought us all together to make us proud of ourselves and proud of our boat," he concluded.



Ready to swing down for docking in the landing chair is **Mohssan Masad**.



Steward **Herbie Jacobs** smiles while making lunch for crewmembers and guests.



**Porter Yehia Keid** dries dishes following a four-course meal.



Posting the lunch menu in the galley is **Second Cook Harry Peterson**.



Wheelsmen **Brendan Murphy** (left) and **Howard Herold** pose next to the Olympic flame.



Upon arrival in Cleveland, a runner lights his torch to continue the flame's journey across America.



The runner presents his torch to 10,000 cheering people who greeted the laker outside of Cleveland's Rock-and-Roll Hall of Fame.



The Olympic torch is carried down the gangway to continue its cross-country trek to Atlanta.

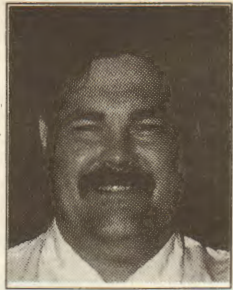
# Inquiring Seafarer

**Question:** What do you remember most about your first voyage as a Seafarer?

(Asked of SIU members in the union hall in Jacksonville, Fla.)



**Raul Gotay, Chief Cook** — I was on the North Atlantic run 27 years ago as a saloon messman aboard the *SS Houston*. I was seasick for three days. It was a bad experience, but I beat it. Now, I'm getting ready for retirement.

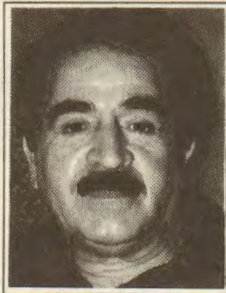


**Ivan Salis, Steward** — The *LNG Virgo* in December 1980. I was an SA. I remember Bosun **Billy Knuckles**. He was "Mr. Clean" without the earring. He had a heart of gold and was a good guy. It all was new and wonderful to me.

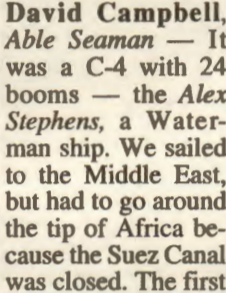
**Paul Dornes, Recertified Bosun** — I went to South America and India. It was fun for an 18-year-old kid. That was 27 years ago aboard the *Windjammer Geneva*. I sailed as a messman.



**William Robles, Chief Steward** — I was aboard the *Vantage Horizon* in November 1970. I sailed as a baker, believe it or not because I couldn't bake. I knew how to bake a little, thanks to the Army. But when I went to ship, I found out it wasn't enough. I made the trip and upgraded as soon as I got off.

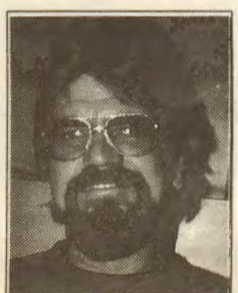


**David Campbell, Able Seaman** — It was a C-4 with 24 booms — the *Alex Stephens*, a Waterman ship. We sailed to the Middle East, but had to go around the tip of Africa because the Suez Canal was closed. The first



port was Port Sudan. It was a heck of a port after 32 days at sea.

**Gregory Melvin, Recertified Steward** — I was a third cook in 1980 on the *Sea-Land Producer* on the European run. It was a really good crew. The guys looked out for each other. The oldtimers showed us new guys the tricks of the trade. I got to see parts of the world I had never seen.

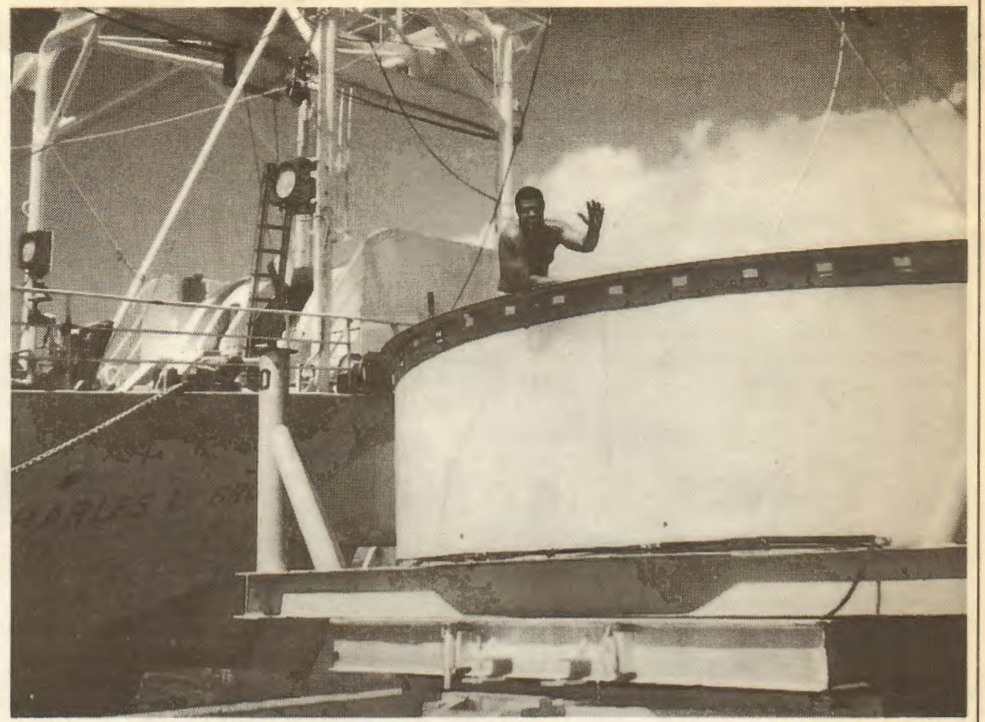


**Harry Berggren, Recertified Bosun** — On my first ship, I sailed as an AB on a T-2 tanker, the *Apex Aries*, that ran coastwise. I remember I made good money in 1978. I also remember the Brotherhood of the Sea and the camaraderie that existed out there.

**William "Scottie" Byrne, Recertified Bosun** — My first ship was an ammo ship to Korea, the *Beatrice Victory*. It was 1959 and I sailed as an AB. It was just a regular voyage.



**Gina Lightfoot, Chief Cook** — I remember the ice cream was really good on the *LNG Gemini*. That was 1984. I sailed as a GSU. I also remember it was really cool to be away from home for the first time.



AB John Cedeno checks to make sure the lifeboat aboard the *Charles L. Brown* is properly secured. The cable ship must be ready to sail at a moment's notice.

## Crew Maintains Readiness On Cable Ship Charles L. Brown

While the Transoceanic Cable Ship *Charles L. Brown* is permanently stationed in St. Thomas, U.S.V.I. on cable repair standby, SIU members must be ready at a moment's notice to sail anywhere in the western hemisphere to repair underwater fiber optic cables.

"The crewmembers aboard the *Charles L. Brown* are very hard workers and must remain at the utmost point of readiness to leave port whenever orders are issued," noted San Juan Port Agent Steve Ruiz.

"They are all good SIU brothers and sisters and support one another and the union in every way possible," added Ruiz, who sent the accompanying photos to the *Seafarers LOG*.

At a recent payoff in St. Thomas aboard the *Charles L. Brown*, Ruiz answered crewmembers' questions and passed out vacation and medical forms.

"There is always a sense of well-being

aboard the *Brown*," recalled Ruiz. "From the bosun and the deck department to the engineroom and galley gang, the members all work together to maintain a high level of camaraderie."



Preparing lunch for crewmembers aboard the *Charles L. Brown* are Chief Steward Antoinette Spangler (left) and Chief Cook Allan Sim.



Bosun Roger Reinke helps maintain the *Charles L. Brown's* cable repair equipment.



Gathering in the galley for lunch aboard the *Charles L. Brown* are (from left) AB John Cedeno, GSU Erik Marlowe, DEU Ruben Dejesus and AB Enrique Crespo.



In photos above and below, crewmembers aboard the *Charles L. Brown* gather for snapshots following a recent union meeting in St. Thomas, U.S.V.I.



## Take Advantage of Your Benefits; Enjoy a Vacation at Piney Point

One of the benefits of membership in the SIU is being able to take advantage of the facilities at the Paul Hall Center for Maritime Training and Education as a vacation resort.

Each summer, the complex embodying the Harry Lundeberg School of Seamanship in Piney Point,

Md. is open for Seafarers and their families to enjoy up to two weeks of comfortable accommodations, recreational activities (fishing, boating, tennis, swimming, exercise) and three meals a day. And the school's ideal location means an easy drive to many areas of historical impor-

tance in the metropolitan Washington, D.C. area.

The daily cost per member is \$40.40. For a spouse or child, the cost is \$9.95 per day. (There is no charge for children 11 or younger.)

Space is still available, so complete the reservation form now, or give the school a call at (301) 994-0010.

### SEAFARERS TRAINING & RECREATION CENTER Vacation Reservation Information

7/96

Name: \_\_\_\_\_  
 Social Security number: \_\_\_\_\_ Book number: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Telephone number: \_\_\_\_\_  
 Number in party / ages of children, if applicable: \_\_\_\_\_  
 Date of arrival: 1st choice: \_\_\_\_\_ 2nd choice: \_\_\_\_\_ 3rd choice: \_\_\_\_\_  
 (Stay is limited to two weeks)  
 Date of departure: \_\_\_\_\_

Send this completed application to the Seafarers Training & Recreation Center,  
 P.O. Box 75, Piney Point, MD 20674.

# Dispatchers' Report for Deep Sea

MAY 16, 1996 — JUNE 15, 1996

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>DECK DEPARTMENT</b>										
New York	26	19	2	25	13	1	10	48	40	5
Philadelphia	4	2	2	2	3	0	2	6	4	2
Baltimore	9	10	1	8	10	0	7	6	9	1
Norfolk	17	11	1	12	5	1	2	25	25	8
Mobile	13	12	0	9	4	1	1	20	15	0
New Orleans	24	17	2	21	17	1	10	36	32	4
Jacksonville	37	20	1	28	11	3	18	49	33	1
San Francisco	20	19	1	11	8	1	5	46	38	3
Wilmington	14	18	1	14	9	0	14	26	43	5
Seattle	22	10	2	16	14	0	11	39	25	3
Puerto Rico	8	7	0	5	5	0	2	14	6	4
Honolulu	7	13	1	6	9	2	3	10	18	5
Houston	24	31	4	21	12	1	11	49	55	10
St. Louis	2	1	0	2	1	0	0	4	3	0
Piney Point	3	3	0	1	3	0	0	6	3	0
Algonac	1	3	0	0	0	0	0	1	5	2
<b>Totals</b>	<b>231</b>	<b>196</b>	<b>18</b>	<b>181</b>	<b>124</b>	<b>11</b>	<b>96</b>	<b>385</b>	<b>354</b>	<b>53</b>
<b>ENGINE DEPARTMENT</b>										
New York	25	15	0	13	12	0	6	46	27	2
Philadelphia	4	3	0	3	2	0	1	3	7	0
Baltimore	3	7	1	3	9	1	5	6	3	0
Norfolk	3	12	3	5	6	3	2	5	15	3
Mobile	10	3	0	5	4	0	3	12	8	0
New Orleans	12	6	2	8	12	4	4	20	12	5
Jacksonville	19	18	0	10	9	0	10	28	26	0
San Francisco	9	9	0	6	6	0	5	22	12	0
Wilmington	5	12	1	4	7	1	7	10	14	4
Seattle	13	13	1	9	6	0	6	19	16	3
Puerto Rico	4	2	1	3	1	0	0	6	5	2
Honolulu	2	13	3	1	9	3	1	5	17	4
Houston	15	11	2	12	13	1	12	26	24	6
St. Louis	0	2	0	0	2	0	0	1	3	0
Piney Point	1	1	0	0	1	0	1	1	8	0
Algonac	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>125</b>	<b>127</b>	<b>14</b>	<b>82</b>	<b>99</b>	<b>13</b>	<b>63</b>	<b>210</b>	<b>197</b>	<b>29</b>
<b>STEWARD DEPARTMENT</b>										
New York	9	7	0	13	7	0	10	18	11	0
Philadelphia	1	2	1	0	1	0	1	1	3	2
Baltimore	2	4	0	1	3	0	0	6	3	0
Norfolk	7	6	1	1	7	2	2	9	6	0
Mobile	12	1	0	6	3	0	1	14	5	0
New Orleans	10	11	2	3	7	0	2	15	12	2
Jacksonville	13	6	1	9	4	0	3	31	11	2
San Francisco	24	11	0	14	5	0	8	53	17	1
Wilmington	12	4	2	11	3	0	7	16	9	3
Seattle	19	1	0	17	1	0	4	38	7	1
Puerto Rico	4	1	0	1	1	0	1	3	4	2
Honolulu	10	5	9	7	8	6	5	19	8	7
Houston	8	9	0	3	3	0	2	27	14	1
St. Louis	1	0	0	1	0	1	0	1	0	0
Piney Point	6	4	1	3	0	0	0	9	7	1
Algonac	1	0	0	1	0	0	0	0	0	0
<b>Totals</b>	<b>139</b>	<b>72</b>	<b>17</b>	<b>91</b>	<b>53</b>	<b>9</b>	<b>46</b>	<b>260</b>	<b>117</b>	<b>22</b>
<b>ENTRY DEPARTMENT</b>										
New York	8	27	3	5	23	1	0	13	51	13
Philadelphia	1	2	2	0	0	0	0	2	4	2
Baltimore	0	2	0	0	6	1	0	0	4	2
Norfolk	5	9	3	1	5	6	0	5	22	10
Mobile	2	15	0	1	3	0	0	1	22	0
New Orleans	12	13	7	2	7	5	0	15	22	12
Jacksonville	1	14	6	4	9	5	0	1	26	19
San Francisco	12	18	3	4	5	0	0	20	34	8
Wilmington	3	12	2	2	7	0	0	8	22	10
Seattle	6	18	4	5	9	0	0	12	36	8
Puerto Rico	2	10	4	2	3	0	0	3	19	13
Honolulu	11	34	58	6	28	60	0	10	46	58
Houston	2	15	6	2	11	0	0	2	23	10
St. Louis	0	2	0	0	1	0	0	0	3	0
Piney Point	0	21	4	0	5	2	0	0	41	3
Algonac	0	1	0	0	0	0	0	0	1	0
<b>Totals</b>	<b>65</b>	<b>213</b>	<b>102</b>	<b>34</b>	<b>122</b>	<b>80</b>	<b>0</b>	<b>92</b>	<b>376</b>	<b>168</b>
<b>Totals All Departments</b>	<b>560</b>	<b>608</b>	<b>151</b>	<b>388</b>	<b>398</b>	<b>113</b>	<b>205</b>	<b>947</b>	<b>1,044</b>	<b>272</b>

\* "Total Registered" means the number of Seafarers who actually registered for shipping at the port.  
 \*\* "Registered on Beach" means the total number of Seafarers registered at the port.

## August & September 1996 Membership Meetings Deep Sea, Lakes, Inland Waters

**Piney Point** . . . . Monday: August 5;  
 Tuesday: September 3\*  
*\*change created by Labor Day holiday*

**New York** . . . . . Tuesday: August 6, September 3

**Philadelphia** . . . . Wednesday: August 7, September 4

**Baltimore** . . . . . Thursday: August 8, September 5

**Norfolk** . . . . . Thursday: August 8, September 5

**Jacksonville** . . . . Thursday: August 8, September 5

**Algonac** . . . . . Friday: August 9, September 6

**Houston** . . . . . Monday: August 12, September 9

**New Orleans** . . . . Tuesday: August 13, September 10

**Mobile** . . . . . Wednesday: August 14, September 11

**San Francisco** . . . Thursday: August 15, September 12

**Wilmington** . . . . Monday: August 19, September 16

**Seattle** . . . . . Friday: August 23, September 20

**San Juan** . . . . . Thursday: August 8, September 5

**St. Louis** . . . . . Friday: August 16, September 13

**Honolulu** . . . . . Friday: August 16, September 13

**Duluth** . . . . . Wednesday: August 14, September 11

**Jersey City** . . . . Wednesday: August 21, September 18

**New Bedford** . . . Wednesday: August 21\*;  
 Tuesday: September 17  
*\*change created by Paul Hall's birthday*

**Each port's meeting starts at 10:30 a.m.**

### Personals

#### GRANT CAMPBELL

Barbara Grim is searching for information on Grant Campbell whose last known whereabouts was the Sheepshead Bay area of Brooklyn in the 1940s. He was a ship's officer for many years. Anyone with information on Grant Campbell should write to Barbara T. Grim at 307 Lanny Drive, Winchester, VA 22601; or telephone (540) 662-5998.

#### STANLEY CASTANZA

Please contact Catherine Ann Slingerland (Olive Oil) whom you met in Honolulu in July 1982. Write to her at 266 B Bellevue Road, Bellevue, Tauranga 3001, New Zealand; or telephone (64) 07-576-8232.

#### MARK MITCHELL DAVIS

Michelle Lenzen is trying to locate her grandfather, Mark Mitchell Davis (born around 1922 in Arkansas). Mr. Davis was a chief mate for Pacific Tanker, Inc. when Ms. Lenzen's father, David Charles Davis, was born in San Francisco. Anyone knowing the whereabouts of Mark Mitchell Davis, please contact Michelle Lenzen at 6166 S.W. Nevada Court, Portland, OR 97219.

#### BOB GRIFFIN

Your old friend Ernie Topolsky from Staten Island would like you to give him a call. His number is (410) 546-1542.

#### LEOPOLDO PALACIO

#### and VINCENT SIGUENZA

Please write to Estelle Deal at 750 W. 27th Street, San Pedro, CA 90731.

### Correction

On page 24 of the May 1996 issue of the Seafarers LOG, Wiper Hamid Hizam of the American Republic was incorrectly identified. Brother Hizam has been a member of the SIU since 1969. For most of those years, he has sailed aboard American Steamship Company vessels.

### PARTICIPATE . . .

### REGISTER . . .

### VOTE . . .

## Seafarers International Union Directory

**Michael Sacco**  
President

**John Fay**  
Secretary-Treasurer

**Joseph Sacco**  
Executive Vice President

**Augustin Tellez**  
Vice President Contracts

**George McCartney**  
Vice President West Coast

**Roy A. "Buck" Mercer**  
Vice President Government Services

**Jack Caffey**  
Vice President Atlantic Coast

**Byron Kelley**  
Vice President Lakes and Inland Waters

**Dean Corgey**  
Vice President Gulf Coast

### HEADQUARTERS

5201 Auth Way  
Camp Springs, MD 20746  
(301) 899-0675

### ALGONAC

520 St. Clair River Dr.  
Algonac, MI 48001  
(810) 794-4988

### BALTIMORE

1216 E. Baltimore St.  
Baltimore, MD 21202  
(410) 327-4900

### DULUTH

705 Medical Arts Building  
Duluth, MN 55802  
(218) 722-4110

### HONOLULU

606 Kalihi St.  
Honolulu, HI 96819  
(808) 845-5222

### HOUSTON

1221 Pierce St.  
Houston, TX 77002  
(713) 659-5152

### JACKSONVILLE

3315 Liberty St.  
Jacksonville, FL 32206  
(904) 353-0987

### JERSEY CITY

99 Montgomery St.  
Jersey City, NJ 07302  
(201) 435-9424

### MOBILE

1640 Dauphin Island Pkwy.  
Mobile, AL 36605  
(334) 478-0916

### NEW BEDFORD

48 Union St.  
New Bedford, MA 02740  
(508) 997-5404

### NEW ORLEANS

630 Jackson Ave.  
New Orleans, LA 70130  
(504) 529-7546

### NEW YORK

635 Fourth Ave.  
Brooklyn, NY 11232  
(718) 499-6600

### NORFOLK

115 Third St.  
Norfolk, VA 23510  
(804) 622-1892

### PHILADELPHIA

2604 S. 4 St.  
Philadelphia, PA 19148  
(215) 336-3818

### PINEY POINT

P.O. Box 75  
Piney Point, MD 20674  
(301) 994-0010

### PORT EVERGLADES

1221 S. Andrews Ave.  
Ft. Lauderdale, FL 33316  
(954) 522-7984

### SAN FRANCISCO

350 Fremont St.  
San Francisco, CA 94105  
(415) 543-5855  
Government Services Division  
(415) 861-3400

### SANTURCE

1057 Fernandez Juncos Ave., Stop 16½  
Santurce, PR 00907  
(809) 721-4033

### SEATTLE

2505 First Ave.  
Seattle, WA 98121  
(206) 441-1960

### ST. LOUIS

4581 Gravois Ave.  
St. Louis, MO 63116  
(314) 752-6500

### WILMINGTON

510 N. Broad Ave.  
Wilmington, CA 90744  
(310) 549-4000

# Dispatchers' Report for Great Lakes

MAY 16 — JUNE 15, 1996

CL—Company/Lakes

L—Lakes

NP—Non Priority

\*TOTAL REGISTERED  
All Groups  
Class CL Class L Class NP

TOTAL SHIPPED  
All Groups  
Class CL Class L Class NP

\*\*REGISTERED ON BEACH  
All Groups  
Class CL Class L Class NP

Port	DECK DEPARTMENT								
Algonac	0	24	7	0	34	6	0	41	0
Port	ENGINE DEPARTMENT								
Algonac	0	9	1	0	32	1	0	13	2
Port	STEWARD DEPARTMENT								
Algonac	0	6	1	0	11	2	0	5	4
Port	ENTRY DEPARTMENT								
Algonac	0	28	26	0	0	0	0	43	36
<b>Totals All Departments</b>	<b>0</b>	<b>67</b>	<b>35</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>0</b>	<b>102</b>	<b>42</b>

\* "Total Registered" means the number of Seafarers who actually registered for shipping at the port.

\*\* "Registered on Beach" means the total number of Seafarers registered at the port.

# Dispatchers' Report for Inland Waters

MAY 16 — JUNE 15, 1996

\*TOTAL REGISTERED  
All Groups  
Class A Class B Class C

TOTAL SHIPPED  
All Groups  
Class A Class B Class C

\*\*REGISTERED ON BEACH  
All Groups  
Class A Class B Class C

Region	DECK DEPARTMENT								
Atlantic Coast	3	0	0	4	0	0	13	2	0
Gulf Coast	3	1	9	0	1	1	3	1	13
Lakes & Inland Waters	44	0	0	11	0	0	36	0	0
West Coast	4	1	4	23	0	3	12	2	20
<b>Totals</b>	<b>54</b>	<b>2</b>	<b>13</b>	<b>38</b>	<b>1</b>	<b>4</b>	<b>64</b>	<b>5</b>	<b>33</b>
Region	ENGINE DEPARTMENT								
Atlantic Coast	1	0	0	1	0	0	2	1	1
Gulf Coast	1	0	1	0	0	0	1	0	1
Lakes & Inland Waters	6	0	0	1	0	0	11	0	0
West Coast	0	0	0	2	0	0	0	0	1
<b>Totals</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>3</b>
Region	STEWARD DEPARTMENT								
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	1	0	8	0	0	1	1	0	11
Lakes & Inland Waters	7	0	0	3	0	0	7	0	0
West Coast	0	0	3	1	0	2	1	0	12
<b>Totals</b>	<b>9</b>	<b>0</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>23</b>
<b>Totals All Departments</b>	<b>71</b>	<b>2</b>	<b>25</b>	<b>46</b>	<b>1</b>	<b>7</b>	<b>89</b>	<b>6</b>	<b>59</b>

\* "Total Registered" means the number of Seafarers who actually registered for shipping at the port.

\*\* "Registered on Beach" means the total number of Seafarers registered at the port.

## Are You Receiving All Your Important Mail?

In order to ensure that each active SIU member and pensioner receives a copy of the *Seafarers LOG* each month—as well as other important mail such as W-2 forms, pension and health insurance checks and bulletins or notices—a correct home address must be on file with the union.

If you are not getting your union mail, please use the form on this page to update your home address.

Your home address is your *permanent* address, and this is where all official union documents will be mailed (unless otherwise specified).

of the *LOG* delivered to you, if you have changed your address, or if your name or address is misprinted or incomplete, please complete the form and send it to:

Seafarers International Union  
Address Correction Department  
5201 Auth Way  
Camp Springs, MD 20746

### HOME ADDRESS FORM

(PLEASE PRINT)

7/96

Name \_\_\_\_\_

Phone No. ( ) \_\_\_\_\_

Address \_\_\_\_\_

Social Security No. \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_ Book No. \_\_\_\_\_

Active SIU  Pensioner

Other \_\_\_\_\_

*This will be my permanent address for all official union mailings.  
This address should remain in the union file unless otherwise changed by me personally.*





## Welcome Ashore

Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently retired from the union. The brothers and sisters of the SIU thank those members for a job well done and wish them happiness and good health in the days ahead.

Among the 20 SIU pensioners this month is inland Captain **Gerald T. Tyler**, one of 12 SIU retirees who navigated the inland waterways. Three sailed in the deep sea division; four worked aboard Great Lakes vessels and one shipped in the Atlantic Fishermen's division.

Tyler graduated from the Towboat Operators upgrading course offered at the Lundeberg School in April 1973 and received his 2nd Class Inland Operator and 2nd Class Ocean Operator License. This program was designed to prepare qualified operators for licenses under the Coast Guard regulations requiring such documentation for all operators of uninspected towboats and tugboats.

This month, the pensioners' favorite retirement area is the East Coast, where 11 make their homes. Five have retired to the Gulf states, two reside in the Midwest and one each has retired to their Puerto Rico and the Republic of Yemen.

Six of the retiring SIU members served in the U.S. military—four served in the Navy and two in the Army.

On this page, the *Seafarers LOG* presents brief biographical accounts of this month's pensioners.

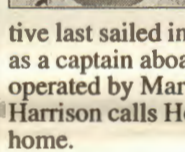
### INLAND

**WILLIAM R. BURGESS, 56**, joined the Seafarers in 1971 in the port of Baltimore. A native of North Carolina, he sailed in the engine department and upgraded frequently at the Lundeberg School. Boatman Burgess sailed primarily aboard vessels operated by Curtis Bay Towing Co. of Baltimore. He last sailed in 1988. Boatman Burgess has retired to Marion, N.C.



**HILAIRE J. CLAVETTE, 62**, first sailed with the SIU in 1979 as a member of the steward department. The Massachusetts native last sailed in June 1995 on a Crowley Towing & Transportation vessel. He makes his home in Livingston, Texas.

**EDGAR L. HARRISON, 62**, started his career with the Seafarers in 1961 in the port of Norfolk, Va. The Virginia native last sailed in November 1984 as a captain aboard the *Roanoke*, operated by Maritrans. Boatman Harrison calls Hopewell, Va. home.



**ANN D. LUCKETT, 60**, joined the SIU in 1968 and sailed as a member of the steward department, last sailing in 1993. Sister Luckett sailed primarily on vessels operated by Delta Queen Steamboat Co. She has retired to Greenville, Miss.



**DOUGLAS M. MARTIN, 65**, joined the Seafarers in 1980 in the port of Norfolk, Va. Boatman Martin last sailed in January 1996 as a chief engineer aboard the dredge *Padre Island*, operated by NATCO. The Virginia native served in the U.S. Navy from 1947 to 1970. Boatman Martin makes his home in Honaker, Va.

**JAMES E. MAYO, 62**, began sailing with the SIU in 1974 from the port of Norfolk, Va. Born in North Carolina, he sailed in the deck department, most recently in 1984 as a mate. Boatman Mayo sailed primarily on tugboats operated by Inland Towing Co. He has retired to Alliance, N.C.



**DENNIS W. McDONALD, 63**, joined the Seafarers in 1966 in

the port of Houston. The Texas native worked in the engine department, last sailing in February 1996 as a chief engineer. Boatman McDonald sailed primarily aboard vessels operated by G&H Towing. From 1953 to 1955, he served in the U.S. Army. Boatman McDonald resides in Village Mills, Texas.

**ELMER D. MURRELL, 62**, started his career with the SIU in 1962 in the port of Norfolk, Va. Boatman Murrell sailed in the deck department, most recently as a captain. The North Carolina native last shipped in August 1984 on an Inland Towing Co. vessel. Boatman Murrell has retired to Leland, N.C.

**GERALD D. SHARP, 63**, joined the Seafarers in 1972 in the port of Jacksonville, Fla. The Iowa native sailed in both the inland and deep sea divisions. Boatman Sharp shipped in the steward department and upgraded at the Lundeberg School. He last sailed in January 1992 as a chief steward aboard the *Rover*, operated by Vulcan Carriers, although he primarily sailed in the inland industry. From 1950 to 1971, he served in the U.S. Navy. Boatman Sharp lives in Avon Park, Fla.

**LLOYD W. TAYLOR, 69**, began his career with the SIU in 1974 in the port of Norfolk, Va. Boatman Taylor worked in the deck department. Born in Kansas, he last shipped as a captain in November 1995 on a Moran Towing Co. vessel. Boatman Taylor makes his home in Moncks Corner, S.C.

**GERALD T. TYLER SR., 63**, joined the Seafarers in 1967 in the port of Baltimore. The Maryland native sailed in the deck department and graduated from the towboat operators course at the Lundeberg School in 1973. Boatman Tyler last sailed as a captain in January 1996 aboard the *Triumph*, operated by Piney Point Transportation Co. He has retired to Crisfield, Md.

**JOSEPH E. WOBBLETON, 62**, began his career with the SIU in 1973 in the port of Norfolk, Va. A native of North Carolina, he sailed in the steward department. Boatman Wobbleton last sailed in March 1989 aboard a C.G. Willis, Inc. vessel. He makes his home in Moycock, N.C.

### GREAT LAKES

**ALI HADDAD, 65**, joined the Seafarers in 1964 in the port of New York. Brother Haddad sailed in both the steward and deck departments. Born in the Republic of Yemen, he became a U.S. citizen. Brother Haddad last sailed in December 1993 aboard the *E.M. Ford*, operated by Inland Lakes Management. He has retired to his native land.

**ROBERT C. HENSLEY, 67**, began his career with the SIU in 1973 in the port of Norfolk, Va. The North Carolina native sailed in the deck department and upgraded at the Lundeberg School. Brother Hensley last sailed in December 1995 aboard the *Crapo*, operated by Inland Lakes Management. From 1946 to 1952, he served in the U.S. Navy. Brother Hensley calls Marion, N.C. home.

**PAUL E. TAYLOR, 58**, started his career with the Seafarers in 1972 in the port of Detroit. Brother Taylor sailed in the deck department, most recently in November 1995. The Michigan native sailed primarily aboard Luedtke Engineering Co. vessels. From 1956 to 1967, he served in the U.S. Army. Brother Taylor resides in Pentwater, Mich.

**GLENN M. WATTERS, 66**, joined the SIU in 1971 in the port

of Detroit. Born in Michigan, he worked in the deck department. Brother Watters last sailed in December 1995 aboard the *Paul H. Townsend*, operated by Inland Lakes Management. He has retired to Wichita, Kansas.

### ATLANTIC FISHERMEN

**SEBASTIAN SCOLA, 62**, joined the Atlantic Fishermen's Union in 1953 in the port of Gloucester, Mass., before it merged with the AGLIWD in 1981. He last sailed with the Gloucester Fishermen in December 1989. Brother Scola has retired to Gloucester, Mass.

### Former Official James Martin Retires at 62

Former SIU port agent **James Martin**, who was active in the union's affairs for more than 35 years, recently retired to Harvey, La. From 1960 to 1968, Martin sailed in the SIU's inland division as a member of the deck department. The Louisiana native last sailed as a captain for Crescent Towing in 1968.

That same year, Martin came ashore as an SIU inland representative in the port of New Orleans. He later served as a port agent in New Orleans and Norfolk, Va.

Martin also worked at the Harry Lundeberg School of Seamanship in Piney Point, Md. under the late Vice President Frank Mongelli. His duties there included working as the SIU's Gulf Coast safety director.

Throughout his years with the Seafarers, Martin remained very active in organizing drives and beefs.



### DEEP SEA

**KENNETH LINAH, 56**, began his career with the Seafarers in 1969 in the port of Houston. The New York native sailed in the engine department and upgraded to QMED at the Lundeberg School in Piney Point, Md. Brother Linah last sailed in March 1995 aboard the *Sea Land Quality*. From 1956 to 1965, he served in the U.S. Navy. Brother Linah makes his home in Lakeland, Fla.

**MANUEL SABATER, 65**, joined the SIU in 1964 in the port of New York. Brother Sabater sailed in the deck department and upgraded his skills at the Lundeberg School. A native of Puerto Rico, he last sailed in December 1995 aboard the *Sea-Land Shining Star*. Brother Sabater has retired to Ponce, Puerto Rico.

**URIP SANTOHIR, 67**, started his career with the Seafarers in 1969 in the port of New York. The deck department member upgraded at the union's training facility in Piney Point, Md. He last sailed in December 1995 aboard the *SP5 Eric G. Gibson*, operated by Maersk Lines. Born in Indonesia, Brother Santohir became a U.S. citizen and resides in Dover, Del.

### Ready for the Alaskan Oil Trade



SIU members recently spent six weeks aboard the *OMI Columbia* preparing the tanker for carrying Alaskan North Slope crude oil. The work was done while the vessel was sailing from Dubai in the United Arab Emirates to Wilmington, Calif. Part of the duties included installing wire rope for use as mooring lines, which is required in the port of Valdez, Alaska. Shown above, ABs Dennis Goodwin and Daniel P. Hecker pose by a special rig used to hold the spools of wire.

## Labor Briefs

### Hundreds of UIW Jobs Saved As Cannery Sale Is Finalized

Members of the SIU-affiliated United Industrial Workers (UIW) will continue working at the continental United States' only tuna canning factory following the recent sale of Pan Pacific Fisheries in Terminal Island, Calif. to Tri-Marine International.

The sale, made possible in part by the UIW's efforts, resulted in 700 UIW jobs being saved.

In a letter to the union, Tri-Marine's chief executive officer said, "Thanks to your leadership and support, we [are] commencing canning operations with unionized labor at our plant. . . . With the help of your membership, we will pack a quality product. . . . Thank you for your constant support."

UIW members at Tri-Marine are involved in all phases of producing finished fish products, from cleaning and cooking the fish to canning and sealing the goods to labeling and packing the cans. They also work in quality control, operate water treatment equipment, drive forklifts, perform maintenance and repair work on the machinery and more.

Tri-Marine outbid a tuna packer from Thailand for the 25-acre complex that comprises the factory, offices, lunch areas and parking lot.

Because the Thai packer reportedly planned to move the plant overseas, while Tri-Marine indicated it wanted to keep the factory's jobs in Terminal Island, the UIW supported Tri-Marine in its effort to buy the cannery. Similarly, the union played a key role in helping Tri-Marine secure a new lease with the Los Angeles Harbor Commission (which is required because the city is part-owner of the complex).

Finally, the UIW negotiated a five-year contract with the company that establishes job security and features numerous other benefits for the UIW members who are employed at the factory.

In addition to keeping the factory jobs in the U.S., another benefit of Tri-Marine's purchase of Pan Pacific is that it may help generate additional work for the region's fishing industry. Among the commercial fishermen who work in the area are members of the Fishermen's Union of America, another affiliate of the SIU.

### Farm Workers-BCI Contract Ends 17-Year Lettuce Boycott

A lengthy and historic labor struggle ended May 29 when the United Farm Workers (UFW) and Bruce Church, Inc. (BCI) signed a five-year contract covering the company's 450 California employees.

Besides marking the end of a 17-year boycott of BCI lettuce, the pact calls for wage increases, establishes a pension fund and provides medical benefits for employees and their dependents. It also sets up grievance and arbitration procedures, limits the use of pesticides, and sets guidelines for a joint union-company safety committee.

The boycott was launched in 1979 when the late Cesar Chavez, the UFW's founding president, led UFW members at BCI on a strike that in ensuing years led to protests, marches, rallies and lawsuits involving much of the U.S. labor movement. Throughout the period since the strike began, BCI lettuce—sold under labels including Red Coach, Friendly, Green Valley Farms and Lucky—has kept a prominent spot on the AFL-CIO's "Don't Buy" list, distributed periodically to trade unions throughout the U.S.

The contract was signed in the Cesar Chavez Library in Salinas, Calif., in front of a large photo of the late union president. Arturo S. Rodriguez, Chavez's successor as UFW president, described the contract as "a tremendous tribute to Cesar Chavez's life and work. This affirms that his dream of democracy and collective bargaining for farm workers is alive and well."

### Apparel Price Check: Imports More Costly Than U.S.-Made

Sweatshops and child labor in overseas textile factories recently received a flurry of United States media coverage after a labor and human rights group exposed Wal-Mart's Kathie Lee (Gifford) line of clothing.

But what most or all of the stories failed to mention is this: Not only is a significant percentage of foreign-made textiles produced by child and other exploited labor, but also the prices on imported men's and women's clothes are higher than prices on their U.S.-made counterparts.

In 1995, imported clothes cost an average of 9.1 percent more than domestically produced garments, according to the industry organization Crafted With Pride in U.S.A. Council, Inc. In fact, imports have been more expensive than American-made clothing in nine of the past 10 years.

The 9.1-percent higher import price in 1995 was up from 7.8 percent in 1994 and from 3 percent in 1993. The 1995 data also show that imports were more expensive than domestic goods in more than 62 percent of all apparel (73 percent of women's clothing, 45 percent of men's).

The average price in 1995 for both men's and women's U.S.-made clothing was \$18.48, which is \$1.68 less than the \$20.16 average price for imports. In 1994, when imports had 70 percent of the market, U.S.-made apparel cost \$1.55 less on average.

### Temp Firms Fined \$150,000 For Wage, OT Violations

A federal judge in Boston last month ordered two temporary-employment agencies to pay a combined total of \$150,000 in fines to the U.S. Department of Labor due to willful violations of the nation's wage and overtime laws.

The fine against Baystate Alternative Staffing Inc. of Fitchburg, Mass. and Able Temps Referrals Inc. of Worcester, Mass. is believed to be the largest penalty ever issued for intentional violations of wage and overtime regulations. Additionally, the Labor Department is filing a separate lawsuit seeking almost \$300,000 in back wages and damages for the workers.

The key question in this case was whether or not the temporary workers are considered employees of the temp firms, or independent contractors. Judge David W. DiNardi ruled that because the agencies recruited, hired, placed and controlled the temporary workers, the firms indeed are the employers. Therefore, they must obey federal wage and overtime laws requiring (among other things) time-and-a-half pay for hours worked beyond 40 a week.

"This case should discourage other temporary employment firms from trying to evade the nation's wage and hour laws by classifying low-skilled workers as independent contractors," said Labor Secretary Robert B. Reich, according to *The Wall Street Journal*.

## Know Your Rights

**FINANCIAL REPORTS.** The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and union finances. The constitution requires a detailed audit by certified public accountants every year, which is to be submitted to the membership by the secretary-treasurer. A yearly finance committee of rank-and-file members, elected by the membership, each year examines the finances of the union and reports fully their findings and recommendations. Members of this committee may make dissenting reports, specific recommendations and separate findings.

**TRUST FUNDS.** All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall equally consist of union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

**SHIPPING RIGHTS.** A member's shipping rights and seniority are protected exclusively by contracts between the union and the employers. Members should get to know their shipping rights. Copies of these contracts are posted and available in all union halls. If members believe there have been violations of their shipping or seniority rights as contained in the contracts between the union and the employers, they should notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Augustin Tellez, Chairman  
Seafarers Appeals Board  
5201 Auth Way  
Camp Springs, MD 20746

Full copies of contracts as referred to are available to members at all times, either by writing directly to the union or to the Seafarers Appeals Board.

**CONTRACTS.** Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and

conditions under which an SIU member works and lives aboard a ship or boat. Members should know their contract rights, as well as their obligations, such as filing for overtime (OT) on the proper sheets and in the proper manner. If, at any time, a member believes that an SIU patrolman or other union official fails to protect their contractual rights properly, he or she should contact the nearest SIU port agent.

**EDITORIAL POLICY — THE SEAFARERS LOG.** The *Seafarers LOG* traditionally has refrained from publishing any article serving the political purposes of any individual in the union, officer or member. It also has refrained from publishing articles deemed harmful to the union or its collective membership. This established policy has been reaffirmed by membership action at the September 1960 meetings in all constitutional ports. The responsibility for *Seafarers LOG* policy is vested in an editorial board which consists of the executive board of the union. The executive board may delegate, from among its ranks, one individual to carry out this responsibility.

**PAYMENT OF MONIES.** No monies are to be paid to anyone in any official capacity in the SIU unless an official union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he or she should not have been required to make such payment, this should immediately be reported to union headquarters.

**CONSTITUTIONAL RIGHTS AND OBLIGATIONS.** Copies of the SIU constitution are available in all union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time a member feels any other member or officer is attempting to deprive him or her of any constitutional right or obligation by any methods, such as dealing with charges, trials, etc., as well as all other details, the member so affected should immediately notify headquarters.

**EQUAL RIGHTS.** All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed, color, sex, national or geographic origin. If any member feels that he or she is denied the equal rights to which he or she is entitled, the member should notify union headquarters.

**SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.** SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American merchant marine with improved employment opportunities for seamen and boatmen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the union or of employment. If a contribution is made by reason of the above improper conduct, the member should notify the Seafarers International Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. A member should support SPAD to protect and further his or her economic, political and social interests, and American trade union concepts.

**NOTIFYING THE UNION—If** at any time a member feels that any of the above rights have been violated, or that he or she has been denied the constitutional right of access to union records or information, the member should immediately notify SIU President Michael Sacco at headquarters by certified mail, return receipt requested. The address is:

Michael Sacco, President  
Seafarers International Union  
5201 Auth Way  
Camp Springs, MD 20746.

## DRIVE THE BEST . . . BUY UNION YES!

These 1996 cars, light trucks and vans are assembled in the U.S. by members of the United Auto Workers (UAW). The list is provided by the UAW.

### CARS

**BUICK**  
Century\*  
LeSabre  
Park Avenue  
Riviera  
Roadmaster  
Skylark

**CADILLAC**  
DeVille  
Eldorado  
Fleetwood  
Brougham  
Seville

**CHEVROLET**  
Beretta  
Caprice/Impala SS  
Cavalier\*  
Corsica  
Corvette

**CHRYSLER**  
Cirrus  
Concorde\*  
LeBaron Convertible  
Sebring\*

**DODGE**  
Avenger  
Intrepid\*  
Neon\*  
Spirit\*  
Stratus  
Viper

**EAGLE**  
Talon

**FORD**  
Contour\*  
Escort\*  
Mustang  
Probe  
Taurus  
Thunderbird

**GEO**  
Prizm

**LINCOLN**  
Continental  
Mark VIII  
Town Car

**MAZDA**  
626  
MX6

**MERCURY**  
Cougar  
Mystique\*  
Sable

**MINI**  
Eclipse  
Galant

**OLDSMOBILE**  
Achieva  
Aurora  
Ciera  
Cutlass Supreme  
Olds 88  
Olds 98

**PLYMOUTH**  
Acclaim\*  
Breeze  
Neon\*

**PONTIAC**  
Bonneville  
Grand Am

**GRAND PRIX**  
Sunfire\*

**SATURN**  
Saturn

**TOYOTA**  
Corolla\*

**LIGHT TRUCKS & VANS**

**AM GENERAL**  
Hummer

**CHEVROLET**  
Astro  
Blazer  
C/K Pickups\*  
Chevy  
Van/Sportvan/Express  
Lumina (APV)  
S-10 Pickup  
Suburban  
Tahoe

**CHRYSLER**  
Town & Country\*

**DODGE**  
Caravan\*  
Caravan C/V  
Extended  
Grand Caravan\*  
Dakota  
Ram Pickups\*

**FORD**  
Aerostar  
Bronco  
Econoline/Club  
Wagon  
Explorer  
F-Pickup\*  
Ranger

**MAZDA**  
Navajo

**B-Series Pickups**

**NISSAN**  
Quest

**GMC**  
Jimmy  
Safari  
Sierra\*  
Sonoma  
Suburban\*  
Vandura/Rally/  
Savana  
Yukon

**ISUZU**  
Hombre Pickup

**JEEP**  
Cherokee  
Grand Cherokee  
Wrangler

**MERCURY**  
Villager

**OLDSMOBILE**  
Bravada  
Silhouette (APV)

**PLYMOUTH**  
Voyager\*  
Grand Voyager\*

**PONTIAC**  
Trans Sport (APV)

**TOYOTA**  
Pickup-compact\*

\*Some, but not all, vehicles of this model are UAW-assembled; i.e., some are produced in another country. Check the Parts Content label or the Vehicle Identification Number (VIN) for the location of the plant of final assembly.

# Final Departures

## DEEP SEA

### CARLOS R. ARROYO



Carlos R. Arroyo, 68, passed away April 9. A native of Puerto Rico, he began his career with the Seafarers in 1970 in the port of San Juan. Brother Arroyo sailed in both the engine and steward departments.

### ROYCE D. BOZEMAN



Pensioner Royce D. Bozeman, 62, died May 26. He graduated from the Andrew Furuseth Training School in 1958 and

joined the SIU in the port of Mobile, Ala. Brother Bozeman sailed in all three departments before settling in the galley. The Alabama native upgraded at the Lundeberg School in Piney Point, Md., where he completed the steward recertification course in 1984. Brother Bozeman retired in September 1995.

### CECILIO G. BUTAC

Pensioner Cecilio G. Butac, 82, passed away March 12. Born in the Philippines, he began sailing with the Marine Cooks & Stewards (MC&S) in 1946 in the port of San Francisco, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Butac last sailed on the *Lindenwood Victory* prior to his retirement in September 1968.

### ALONZO COHEN



Pensioner Alonzo Cohen, 82, died January 13. Brother Cohen first sailed with the MC&S in 1937, before that union merged with the SIU's AGLIWD. He served in the U.S. Army from 1943 to 1946. Born in North Carolina and a longtime resident of Pennsylvania, Brother Cohen started receiving his pension in April 1978.

### MARTIN DALE



Pensioner Martin Dale, 68, passed away March 20. He started his career with the Seafarers in 1963 and sailed in all three departments: steward, deck and engine. Brother Dale last sailed in 1977 aboard the *Galveston*, operated by Sea-Land Services. He retired in July 1993.

### DAVID DOUGLAS



Pensioner David Douglas, 71, died February 13. Brother Douglas began sailing with the SIU in 1945 from the port of Philadelphia.

Starting as an oiler, the engine department member last sailed as a chief electrician. Born in Mexico, he became a U.S. citizen and began

receiving his pension in September 1986.

### JAMES H. FOX

Pensioner James H. Fox, 77, passed away May 6. A native of New Jersey, he started his career with the Seafarers in 1958 in the port of New York. Brother Fox sailed as a member of the engine department. He retired in September 1983.

### KENNETH D. FREELAND

Pensioner Kenneth D. Freeland, 74, died May 6. Born in Illinois, he joined the MC&S in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Freeland began receiving his pension in December 1973.

### FREDDIE HUDSON

Freddie Hudson, 39, passed away December 31, 1995. Brother Hudson first sailed with the Seafarers in 1986 aboard vessels operated by American Hawaii Cruises. He was an engine department member and upgraded to QMED at the Lundeberg School. Born in Missouri, he made his home in California.

### DAVID J. JEKOT



David J. Jekot, 40, succumbed to a liver ailment on May 2. He graduated from the Lundeberg School's entry level program for seamen in 1972 and joined the SIU in the port of Piney Point, Md. The Philadelphia native last sailed as an OMU aboard the *Charleston*.

### HAZEL JOHNSON



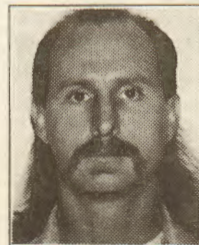
Pensioner Hazel Johnson, 63, passed away May 18. A native of South Carolina, he graduated from the Andrew Furuseth Training School in 1961 and started his career with the Seafarers in the port of New York. Brother Johnson sailed in the steward department and upgraded at both the Furuseth and Lundeberg schools. Starting as a messman, he last sailed as a chief cook. Brother Johnson retired in April 1995.

### CARL S. LAIRD



Carl S. Laird, 41, died recently. Born in Florida, he graduated from the Lundeberg School's entry level program for seamen in 1977 and joined the SIU in the port of Piney Point, Md. Brother Laird sailed in the deck department and upgraded at the Lundeberg School.

### RONNIE P. LAMBERT



Ronnie P. Lambert, 37, passed away March 21. The Mississippi native began sailing with the Seafarers from the port of New Orleans.

Brother Lambert sailed in the deck department and upgraded at the Lundeberg School.

### PAUL T. LEWIS



Paul T. Lewis, 47, died April 9. He joined the SIU in 1991 in the port of Wilmington, Calif. The California native last sailed in the engine department as a QMED.

### HENRY MOBLEY



Pensioner Henry Mobley, 75, passed away May 24. Born in Mississippi, he started his career with the Seafarers in 1960 in the port of New Orleans. Brother Mobley sailed as a member of the steward department. He served in the U.S. Army from 1941 to 1943. Brother Mobley began receiving his pension in May 1986.

### JAMES E. NOONAN



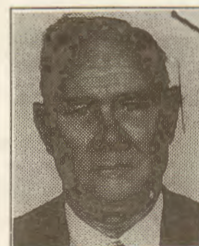
Pensioner James E. Noonan, 78, died May 28. He joined the SIU in his native New Orleans in 1947. Brother Noonan sailed as a member of the steward department. A World War II veteran, he served in the U.S. Army from 1942 to 1945. Brother Noonan retired in June 1990.

### NICHOLAS E. PATRON



Pensioner Nicholas E. Patron, 84, passed away April 6. Brother Patron joined the MC&S, before that union merged with the SIU's AGLIWD. He last sailed as a chief cook. Born in Colorado, Brother Patron lived in California and began receiving his pension in January 1973.

### FLOYD L. PENCE



Pensioner Floyd L. Pence, 70, died May 19. He joined the Seafarers in 1944 in the port of New York. Brother Pence sailed in the deck department and upgraded at the Lundeberg School, where he graduated from the bosun recertification program in 1974. He also sailed in the inland division. From 1950 to 1952, he served in the U.S. Army. Brother Pence retired in February 1982.

### MILTON A. POOLE



Pensioner Milton A. Poole, 68, passed away March 6. A native of South Carolina, he first sailed with the SIU in 1951 as a member of the deck department. He last sailed in 1976 aboard the *Banner*, operated by Inter-ocean Management. Brother Poole began receiving his pension in June 1992.

### DEMETRIOS PROVELEZIANOS



Pensioner Demetrios Provelezianos, 75, died in mid-April. Born in Greece, he joined the Seafarers in 1948 in the port of New York. Brother Provelezianos sailed in the deck department and retired in July 1979.

### HENRY W. ROBERTS



Pensioner Henry W. Roberts, 71, passed away May 31. He started his career with the SIU in 1944 in his native New Orleans. Brother Roberts was a galley gang member and upgraded at the Lundeberg School, where he completed the steward recertification course in 1981. He was a longtime resident of Mobile, Ala. and began receiving his pension in February 1982.

### ALFONSO ROMAN

Pensioner Alfonso Roman, 85, died March 14. Brother Roman joined the MC&S, before that union merged with the SIU's AGLIWD. Born in Puerto Rico, he made his home in California. He retired in July 1978.

### GEORGE A. ROY



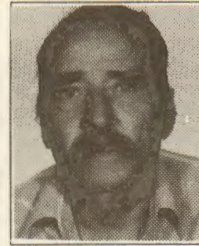
Pensioner George A. Roy, 75, passed away June 1. After 23 years in the Army and Navy, the Connecticut native began sailing with the Seafarers in 1967 from the port of New York. Brother Roy worked in the engine department and upgraded at the union's training facility in Piney Point, Md. He last sailed as a chief electrician. Brother Roy began receiving his pension in September 1985.

### GEORGE SCHMIDT



Pensioner George Schmidt, 79, died April 29. Born in Massachusetts, he joined the SIU in 1947 in the port of New York. Brother Schmidt last sailed as a bosun in the deck department. A World War II veteran, he served in the U.S. Navy from 1940 to 1945. Brother Schmidt retired in September 1975.

### JAMES C. SIVLEY



Pensioner James C. Sivley, 67, passed away March 8. A native of Alabama, he began sailing with the Seafarers in 1967 as a member of the steward department. Brother Sivley last sailed in 1992 aboard the *OMI Hudson* as a chief cook. He began receiving his pension in May 1993.

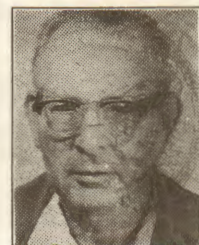
### MONTE L. SMITH

Monte L. Smith, 64, died February 3. Brother Smith started his career



with the Seafarers in 1951 in the port of New York. The Utah native sailed in the deck department. From 1946 to 1948, he served in the U.S. Navy.

### LEE W. SNODGRASS

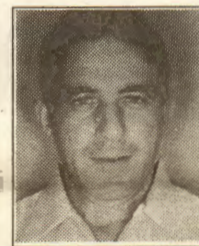


Pensioner Lee W. Snodgrass, 82, passed away March 23. He first sailed with the Seafarers during World War II from the port of San Francisco. Brother Snodgrass last sailed in the deck department as a bosun. Born in South Dakota, he lived in California. He began receiving his pension in March 1977.

### GLADYS S. STOKES

Pensioner Gladys S. Stokes, 87, died February 4. Born in Arkansas, she joined the MC&S in 1957, before that union merged with the SIU's AGLIWD. Sister Stokes was a resident of Alabama and retired in June 1973.

### HERBERT A. SVANBERG



Pensioner Herbert A. Svanberg, 90, passed away March 1. Brother Svanberg joined the Seafarers in 1944 in the port of New York. A native of Sweden, he last sailed as a bosun. Brother Svanberg began receiving his pension in March 1971.

### MICHAEL W. THORNTON

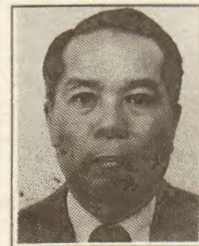
Michael W. Thornton, 38, died April 29. The Florida native graduated from the Lundeberg School's entry level program for seamen in 1982 and joined the SIU in the port of Piney Point, Md. Brother Thornton sailed in the steward department and upgraded at the Lundeberg School. He last sailed as a chief cook.

### VASSILI TOOMSON



Pensioner Vassili Toomson, 86, passed away May 20. He began sailing with the Seafarers in 1957 from the port of New York. Born in Estonia, he sailed in the engine department and began receiving his pension in October 1977.

### SIMEON F. URETA



Pensioner Simeon F. Ureta, 94, died March 12. Born in the Philippines, he joined the SIU as a charter member in 1938 in the port of New York. Brother Ureta sailed as a member of the steward department. He served in the U.S. Navy from 1942 to 1945. Brother Ureta retired in December 1969.

Continued on page 20

### SUMMARY ANNUAL REPORT FOR THE SIU PACIFIC DISTRICT PENSION PLAN

This is a summary of the annual report for the SIU Pacific District Pension Plan [Employer Identification No. 94-6061923, Plan No. 001] for the year ended July 31, 1995. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

#### Basic Financial Statement

Benefits under the plan are provided by a trust arrangement. Plan expenses were \$14,601,398. These expenses included \$612,807 in administrative expenses and \$13,988,591 in benefits paid to participants and beneficiaries. A total of 5,378 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$154,552,183 as of July 31, 1995, compared to \$150,347,276 as of July 31, 1994. During the plan year, the plan experienced an increase in its net assets of \$4,204,907. This increase included unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year.

The plan had a total income of \$18,806,305, including employer contributions of \$7,750, earnings from investments of \$18,089,899, stock dividends of \$155,047, less investment expense of (\$278,256), unrealized appreciation (depreciation) of assets of \$830,890 and other income of \$975. Employees do not contribute to this plan.

#### Minimum Funding Standards

Our actuary's statement shows that enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

#### Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. an accountant's report;
2. assets held for investments;
3. actuarial information regarding the funding of the plan;
4. transactions in excess of five (5) percent of plan assets; and
5. fiduciary information, including transactions between the plan and parties-in-interest [that is, persons who have certain relationships with the plan].

To obtain a copy of the full annual report, or any part thereof, write or call the office of the plan administration, SIU Pacific District Pension Plan, 522 Harrison Street, San Francisco, CA 94105; telephone (415) 495-6882.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a full annual report from the plan administrator, these two statements will be included as part of that report.

You also have the legally protected right to examine the annual report at the main office of the plan at 522 Harrison Street, San Francisco, CA 94105, and at the U.S. Department of Labor (DOL) in Washington, D.C. or to obtain a copy from the DOL upon payment of copying costs. Requests to the Department of Labor should be addressed to: Public Disclosure Room, N4677, Pension and Welfare Benefit Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20216.

### SUMMARY ANNUAL REPORT FOR THE SIU PACIFIC DISTRICT SUPPLEMENTAL BENEFITS FUND, INC.

This is a summary of the annual report for the SIU Pacific District Supplemental Benefits Fund, Inc. [Employer Identification No. 94-1431246, Plan No. 501] for the year ended July 31, 1995. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The SIU PD Supplemental Benefits Fund, Inc. has committed itself to pay benefit claims incurred under the terms of the Plan.

#### Basic Financial Statement

Benefits under the plan are provided by a trust arrangement. Plan expenses were \$7,437,381. These expenses included \$543,274 in administrative expenses and \$6,894,107 in benefits paid to participants and beneficiaries. A total of 1,304 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$4,060,774 as of July 31, 1995, compared to \$3,092,967 as of the beginning of the plan year. During the plan year, the plan experienced an increase in its net assets of \$967,807. The plan had a total income of \$8,405,188, including employer contributions of \$7,793,232, earnings from investments of \$192,472, receipts from other funds as reimbursement for pro-rata share of joint expenses of \$276,768, and other income of \$142,716. Employees do not contribute to this plan.

#### Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. an accountant's report;
2. assets held for investments;
3. transactions in excess of five (5) percent of the fund assets; and
4. fiduciary information, including transaction between the plan and parties-in-interest [that is, persons who have certain relationships with the plan].

To obtain a copy of the full annual report, or any part thereof, write or call the office of the plan administration, SIU PD Supplemental Benefits Fund, Inc., 522 Harrison Street, San Francisco, CA 94105; telephone (415) 495-6882.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a full annual report from the plan administrator, these two statements will be included as part of that report.

You also have the legally protected right to examine the annual report at the main office of the plan at 522 Harrison Street, San Francisco, CA 94105, and at the U.S. Department of Labor (DOL) in Washington, D.C. or to obtain a copy from the DOL upon payment of copying costs. Requests to the Department of Labor should be addressed to: Public Disclosure Room, N4677, Pension and Welfare Benefit Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

## Final Departures

Continued from page 19

#### MARCELO L. VERZOSA

Pensioner Marcelo L. Verzosa, 91, passed away March 12. Brother Verzosa first sailed with the MC&S from the port of San Francisco, before that union merged with the SIU's AGLIWD. Born in Manila, he began receiving his pension in September 1977.

#### CARMOND L. WILLIAMS



Pensioner Carmond L. Williams, 69, died March 9. A native of North Carolina, he joined the Seafarers in 1944 in the port of Norfolk, Va.

Brother Williams sailed as a member of the deck department. From 1951 to 1953, he served in the U.S. Army. Brother Williams retired in October 1984.

#### HERMAN WINTERS

Pensioner Herman Winters, 82, passed away December 21, 1995. Born in Virginia, he first sailed with the MC&S in 1935, before that union merged with the SIU's AGLIWD. Brother Winters began receiving his pension in June 1978.

#### VINCENT YOUNG

Vincent Young, 80, passed away October 7, 1995. Brother Young began sailing with the Seafarers in 1962 from the port of New York. Born in Kobe, Japan, he sailed in the steward department and upgraded to chief cook at the Lundeberg School. Brother Young also sailed in the inland division.

#### INLAND

#### BRENDA A. BROADWAY

Brenda A. Broadway, 50, passed away February 10. Sister Broadway began sailing with the Seafarers in 1994 as a member of the steward department. Born in Arkansas, she lived in Illinois and sailed primarily aboard Orgulf Transportation vessels.

#### WILLIAM DEESE



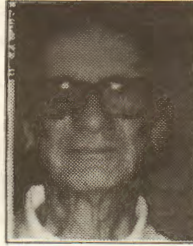
Pensioner William Deese, 76, died February 25. After a career in the U.S. Air Force, he began sailing with the SIU in 1964 from the port of

Mobile, Ala. The Alabama native last worked for Radcliff Materials prior to retiring in June 1982.

#### DREXEL W. HANNA

Drexel W. Hanna, 60, passed away May 4. Born in New Jersey, he joined the Seafarers in the port of Philadelphia. The deck department member upgraded in 1993 at the Paul Hall Center. He last sailed as a captain.

#### CHARLES F. HEBERT



Pensioner Charles F. Hebert, 91, died March 28. A native of Louisiana, he joined the SIU in 1957 in the port of Houston. Boatman Hebert sailed as

a member of the steward department. He lived in Texas and began receiving his pension in November 1968.

#### OSCAR O. HOPE



Oscar O. Hope, 43, passed away May 10. He began sailing with the Seafarers in 1979 from the port of Jacksonville, Fla. The Florida native sailed as

a member of the deck department.

#### ODELL WYNDHAM



Pensioner Odell Wyndham, 86, died March 17. Boatman Wyndham started his career with the SIU in 1960 in the port of

Mobile, Ala. The Mississippi native sailed as a tankerman and last worked for Radcliff Materials. Boatman Wyndham retired in May 1976.

#### GREAT LAKES

#### WAYNE F. OLSEN

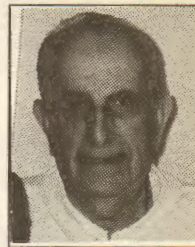


Wayne F. Olsen, 63, passed away April 14. He joined the Seafarers in his native Alpena, Mich. Brother Olsen sailed as

a member of the steward department.

#### ATLANTIC FISHERMEN

#### MICHAEL J. LOVASCO



Pensioner Michael J. Lovasco, 80, passed away March 27. A native of Boston, he joined the Atlantic Fishermen's Union, an af-

filiate of the SIU, before it merged with the AGLIWD in 1981. Brother Lovasco last sailed as a captain. He retired in December 1977.

#### SALVATORE PARISI



Pensioner Salvatore Parisi, 85, died May 4. Brother Parisi began sailing aboard his family fishing boats at the age of 15. In 1936, he became a charter

member of the Atlantic Fishermen's Union, an affiliate of the SIU, before it merged with the AGLIWD. Born in Boston, Parisi and his family owned and operated five fishing vessels. Brother Parisi last sailed as a captain aboard his fishing dragger, *The Mother Ann*. He began receiving his pension in November 1975.

#### JESUS M. SEIGAS

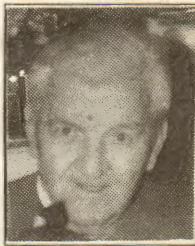


Pensioner Jesus M. Seigas, 86, passed away March 1. He joined the Atlantic Fishermen's Union, before it merged with the AGLIWD.

Born in Argentina, Brother Seigas made his home in Massachusetts. He retired in February 1973.

#### RAILROAD MARINE

#### JOHN R. HOCK



Pensioner John R. Hock, 77, died May 5. Born in New Jersey, he joined the SIU in 1959 in the port of New York. Brother Hock sailed in the deck department and worked primarily for Penn Central Railroad. He served in the U.S. military during World War II. Brother Hock began receiving his pension in April 1982.

## A Reminder for the Folks Back Home



AB Abdul Gharama (left) affixed an SIU sticker to the wall of his neighborhood gas station in Aden, Yemen when he visited family and friends there recently. Gharama joined the union in 1977 and has upgraded several times at the Lundeberg School, most recently from the tanker operation/safety course in November 1995. Shown in the photo on the right is his son, Hani, who accompanied him to the station.

# Digest of Shipboard Union Meetings

The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted.

Ships minutes first are reviewed by the union's contract department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships minutes. The minutes are then forwarded to the Seafarers LOG for publication.

**LNG AQUARIUS** (ETC), March 17—Chairman **John Thompson**, Secretary **Franklin Robertson**, Educational Director **Ralph Gosnell**, Deck Delegate **Floyd Hackmann**, Engine Delegate **Bruce Smith**, Steward Delegate **Rafael Cardenas**. Chairman thanked crew for separating plastics from regular trash. He reminded crewmembers to keep safety first while working. Bosun also advised crew to register to vote in upcoming U.S. presidential election. Educational director encouraged crew to upgrade at Lundeberg School. Chairman read letter from *LNG Capricorn* and posted on crew bulletin board. No beefs or disputed OT reported. Bosun asked crewmembers to write members of Congress asking for their support of maritime revitalization program. Steward delegate asked crew to help keep lounge clean. Crew discussed management of stores during long voyages.

**CHAMPION** (Kirby Tankships), April 28—Chairman **Paul Dornes**, Secretary **Glenn Bertrand**, Educational Director **William Beatty**, Steward Delegate **John Padilla**. Chairman announced ship to pay off in California. Educational director advised crewmembers to enroll in tanker operation/safety course at Paul Hall Center. Steward delegate reported beef. No beefs or disputed OT reported by engine or deck delegates.

**CLEVELAND** (Sealift, Inc.), April 22—Chairman **David Garoutte**, Secretary **Miguel Vinca**, Educational Director **J. Funk**, Deck Delegate **Eugene Finley**, Engine Delegate **Peter Cooley**, Steward Delegate **Julio Arzu**. Bosun reported ship's itinerary still unknown but vessel slated for arrival in U.S. first week of June. He advised crew to solve shipboard problems using proper chain of command. No beefs or disputed OT reported. He reminded crewmembers to be careful around low hanging wires on deck. Crew thanked galley gang for good barbecue. Next port: Ploce, Croatia.

**HUMACAO** (NPR, Inc.), April 15—Chairman **Clarence Pryor**, Secretary **Francis DiCarlo**, Educational Director **R. Borrero**. Chairman announced payoff upon arrival in San Juan, P.R. Disputed OT reported by deck delegate. No beefs or disputed OT reported by engine or steward delegates. Chairman announced new washer received.

**LEADER** (Kirby Tankships), April 23—Chairman **Patrick Rankin**, Secretary **Bruce Mesger**, Educational Director **Richard Gracey**. Chairman and crew discussed converting spare room into shipboard gym. Educational director reminded crew of required STCW certificate needed by October 1, 1996 and stressed importance of upgrading at Paul Hall Center. Disputed OT reported by engine delegate. No beefs or disputed OT reported by deck or steward delegates. Crew requested new movies every 30 days.

**OOCL INNOVATION** (Sea-Land Service), April 22—Chairman **Alan Rogers**, Secretary **R.T. Seim**. Crewmembers requested new washer and dryer. Educational director encouraged members to contribute to SPAD and upgrade at Piney Point. Treasurer announced \$175 in ship's

fund to be used for purchase of new movies. No beefs or disputed OT reported. Crewmembers sent letter signed by entire crew to Senator Robert Dole urging support for maritime revitalization legislation. Crewmembers extended special vote of thanks to steward department for tidy ship and fine meals.

**OOCL INSPIRATION** (Sea-Land Service), April 14—Chairman **Mark Trepp**, Secretary **Ekow Doffoh**, Educational Director **Pete Kanavos**, Deck Delegate **Danny Miller**, Engine Delegate **Todd Smith**, Steward Delegate **James Padmore**. Educational director reminded crew to upgrade at Paul Hall Center. Treasurer asked members to rewind videotapes and place them back in order. No beefs or disputed OT reported. Next port: Elizabeth, N.J.

**OVERSEAS BOSTON** (Maritime Overseas), April 24—Chairman **Jeffrey Kass**, Secretary **John Holtschlag**, Educational Director **James Cleland**, Steward Delegate **Russell Barnett**. Chairman announced company called Seattle union hall to let patrolman know of upcoming payoff in Ferndale, Wash. Educational director discussed how crewmembers can obtain STCW certificates from U.S. Coast Guard. No beefs or disputed OT reported. Chairman informed crew that negotiations for new tanker agreement are scheduled to begin soon. Bosun read letter from union headquarters concerning March 4 ship's minutes. Crew discussed maritime revitalization program and drafted letter to send to members of the Senate urging their backing of the vital legislation. Bosun stressed importance of contributing to SPAD.

**OVERSEAS MARILYN** (Maritime Overseas), April 28—Chairman **Mark Galliano**, Secretary **Pernell Cook**, Deck Delegate **James Brinks**, Engine Delegate **A. Hickman Jr.**, Steward Delegate **Samuel Concepcion**. Chairman informed crew that new mattresses did not arrive; new order to be placed this voyage. Deck delegate thanked galley gang for job well done. No beefs or disputed OT reported. Crewmembers discussed *Seafarers LOG* articles. Next port: Haifa, Israel.

**ROBERT E. LEE** (Waterman Steamship), Chairman **Bill Penney**, Secretary **Danny Brown**, Educational Director **Eddie Johnson**, Deck Delegate **Michael Stein**, Engine Delegate **Leroy Williams**. Chairman announced payoff upon arrival in port of New Orleans. Secretary urged members to contribute to SPAD. Educational director informed crewmembers of importance of upgrading at Piney Point. No beefs or disputed OT reported. Crewmembers requested new furniture for crew lounge. Crew thanked galley gang for job well done and observed minute of silence for departed SIU brothers and sisters.

**SEA-LAND ATLANTIC** (Sea-Land Service), April 28—Chairman **William Stultz**, Secretary **Edward Porter**. No beefs or disputed OT reported. Crew thanked steward department for fine meals. Crew noted air conditioning vents in crew quarters need repair.

**SEA-LAND EXPEDITION** (Sea-Land Service), April 21—Chairman

**Norberto Prats**, Secretary **Edgar Vazquez**, Educational Director **Sam Negrón**, Engine Delegate **Pedro Gago**. Chairman noted everything running smoothly and informed crew of payoff in Elizabeth, N.J. Educational director reminded all members to upgrade at Paul Hall Center. No beefs or disputed OT reported.

**SEA-LAND HAWAII** (Sea-Land Service), April 20—Chairman **Jim Carter**, Secretary **Brenda Kamiya**, Educational Director **Daron Ragucci**, Engine Delegate **David Ballard**, Steward Delegate **Virgilio Rivera**. Crewmembers discussed starting movie fund. Educational director reminded members of importance of a Lundeberg School education. Beefs and disputed OT reported by deck and engine delegates. No beefs or disputed OT reported by steward delegate. Crew discussed creating separate smokers' lounge.

**SEA-LAND INTEGRITY** (Sea-Land Service), April 21—Chairman **Stephen Argay**, Secretary **Pedro Laboy**, Educational Director **Dennis Baker**, Deck Delegate **Douglas Hodges**, Engine Delegate **Ismael Manley**, Steward Delegate **Charles Ratcliff**. Chairman reminded crew that before signing vacation forms, please consider donating to SPAD. Bosun thanked entire crew for good voyage and hard work. Educational director urged members to attend upgrading courses at Paul Hall Center and continue writing members of the Senate asking them to support maritime revitalization legislation. No beefs or disputed OT reported. Crew noted concern that cadets aboard vessel possibly doing work that should be assigned to unlicensed members. Crew gave vote of thanks to galley gang for good food. Next port: Charleston, N.C.

**SEA-LAND PATRIOT** (Sea-Land Service), April 28—Chairman **Shawn Evans**, Secretary **Peter Schulz**, Educational Director **Robert Martinez**, Engine Delegate **Joe Vain**, Steward Delegate **Dennis Skretta**. Chairman thanked all crewmembers who took time out of their shipboard schedules to write letters to their senators urging them to support maritime revitalization legislation. He asked crewmembers to separate aerosol cans and plastics from regular refuse. Educational director advised crew to watch safety films available from ship's library. No beefs or disputed OT reported. Crew extended special thanks to members of galley gang for excellent job. Crew noted poor mail service is delaying arrival of *Seafarers LOG* to ship. Next port: Yokohama.

**SEA-LAND TRADER** (Sea-Land Service), April 24—Chairman **Mike Willis**, Secretary **R. Riley**, Educational Director **Kevin Bertel**, Engine Delegate **Prentiss Smith**, Steward Delegate **Thomas White**. Crew requested additional washing machine for dirty work clothes. Chairman reminded crew to place dirty linens in linen room. Crewmembers discussed letter sent to Senator Bob Dole, signed by entire crew, urging him to support maritime revitalization program. Educational director reminded all crewmembers to register to vote in upcoming U.S. presidential election. Treasurer announced \$2,000 in ship's fund and \$230 in movie fund. Deck delegate reported disputed OT and engine delegate reported beef. No beefs or disputed OT reported by steward delegate. Crewmembers discussed establishment of crew recreation room. Crew requested information from contracts department on possible implementation of 401K plan for Seafarers in new contract. Members also asked contracts department for report on contract negotiations. Vote of thanks given to galley gang for job well done. Chairman reminded crew to stand together because there is strength in numbers when people work toward a common goal.

**SGT. WILLIAM R. BUTTON** (Amsea), April 29—Chairman **James Patrick**, Secretary **Ivan Capowski**, Educational Director **Alan Ladd**, Deck Delegate **Jonathan Stringer**, Engine Delegate **Victor Mull**, Steward Delegate **Bob Bess**. Chairman discussed upcoming operation in Jacksonville, Fla. and subsequent arrival of vessel at Virginia shipyard. He reminded crew of STCW identification certificate and tankerman assistant endorsement requirements. Educational director advised crew of upgrading opportunities available at Lundeberg School. No beefs or disputed OT reported.

**CLEVELAND** (Sealift, Inc.), May 25—Chairman **David Garoutte**, Secretary **Miguel Vinca**, Educational Director **J. Funk**, Deck Delegate **Eugene Finley**, Engine Delegate **Robert Woods**, Steward Delegate **Julio Arzu**. Chairman thanked deck

members for excellent work. Applications are available from him. No beefs or disputed OT reported. Crewmembers asked contracts department to look into vacation and base wage rates during negotiations for new contract. Crew thanked steward department for jobs well done. Next port: Guam.

**ITB PHILADELPHIA** (Sheridan Transportation), May 9—Chairman **Charles Darley**, Secretary **Joseph Emidy**. Bosun Darley thanked members of deck department for fine spirit of cooperation in getting tanks cleaned and making his first voyage as bosun a memorable one. No beefs or disputed OT reported. Chairman reminded ABs and pumpmen to keep in their possession while aboard ship discharges or letter proving they have served at least 30 days seetime aboard tankers in the last five years. He added that with such documentation they will be considered grandfathered in for new

## A Piece of the Rock



Bosun David Garoutte stands by aboard the *Cleveland* as the Sealift, Inc. vessel prepares to anchor in Gibraltar (seen in the background) for bunkering. The *Cleveland* was on a return trip from Ploce, Croatia.

and engine department members for hard work and effort in cleaning holds and keeping pumps going. He advised crewmembers to expect eight to 10 days of loading cargo in Lake Charles, La. before returning to Ploce, Croatia. He announced payoff, thanked entire crew for making last voyage a success and reminded them to clean rooms for next crewmembers signing on. Secretary asked all crewmembers to return silverware, glasses and pitchers to mess hall and make sure plastic items are separated from regular trash. Educational director urged members to upgrade at Paul Hall Center. No beefs or disputed OT reported. Chairman noted information from Paul Hall Center and *Seafarers LOG* available concerning STCW certificates. Crewmembers discussed circulating repair list. Crew requested cold drink dispenser in mess hall. Steward asked crewmembers to keep laundry room clean. Crew extended vote of thanks to galley gang for good barbecue.

**DEWAYNE T. WILLIAMS** (Amsea), May 5—Chairman **Alvin C. McCants**, Secretary **Salvatore E. Torneo**, Educational Director **Steve Johnson**, Deck Delegate **Brian Johnston**, Engine Delegate **Frank Jaworski**, Steward Delegate **Erik Loret**. Chairman reminded crewmembers of October 1 deadline for STCW identification certificate which must accompany merchant mariner's document at sea. Bosun announced legislation allowing export of Alaskan oil on U.S.-flag, U.S.-crewed tankers signed by President Clinton April 28. Educational director encouraged crew to enroll in tanker operation/safety course at Lundeberg School and upgrade when possible. He advised crewmembers that Paul Hall Center ap-

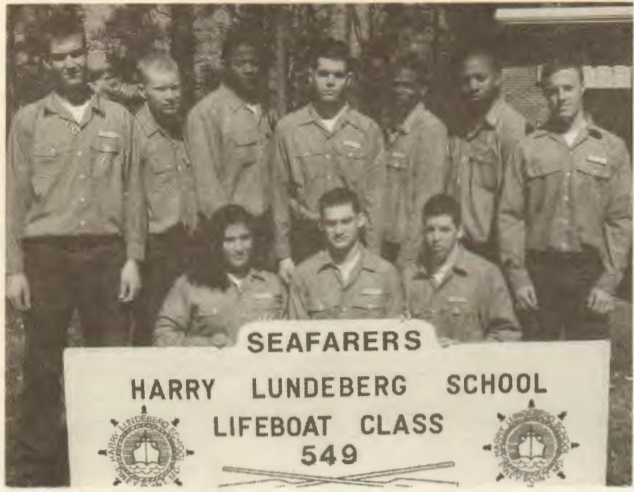
and it will be added to their z-cards at time of renewal. He advised ABs and pumpmen they do not need to go to U.S. Coast Guard regional centers to obtain endorsement. Crew thanked galley gang for excellent food and service. Next port: New York.

**NEDLLOYD HOLLAND** (Sea-Land Service), May 5—Chairman **Freddie Goethe**, Secretary **E. Dooks**, Educational Director **John Walsh**. Chairman discussed export of Alaskan oil aboard U.S.-flag, U.S.-crewed tankers. No beefs or disputed OT reported. Chairman encouraged crewmembers to read *Seafarers LOG*. Crew asked contracts department to look into raising dental and eye care benefits in new contract. Crew thanked steward department for job well done.

**OVERSEAS BOSTON** (Maritime Overseas), May 31—Chairman **Jeffrey Kass**, Secretary **John Holtschlag**, Educational Director **C. Kirchhofer**, Steward Delegate **Russell Barnett**. Chairman asked contracts department for clarification on length of time crewmembers can serve on vessel. Educational director discussed obtaining STCW certificates and contacting Seaman's Church for new books and magazines. No beefs or disputed OT reported. Crew noted new couch and TV on way to ship.

**OVERSEAS CHICAGO** (Maritime Overseas), May 19—Chairman **Maurilio Zepeda**, Secretary **Joe Ortega**, Educational Director **Maric Sawiw Sr.**, Steward Delegate **James Willy**. Chairman noted no news on new contract received from headquarters. Crew asked contracts department to look into crewmembers being able to file for vacation check every 30 days. Crew extended vote of thanks to galley gang.

# Lundeberg School Graduating Classes



**Trainee Lifeboat Class 549**—Graduating from trainee lifeboat class 549 are (from left, kneeling) Celina Ortega, Webster Bourgeois, David O'Brien, (standing) Alex Persons, Clinton Zavros, Kamal Moore, Leonard Bonarek, Mario Chery Jr., Lovell Smith and Thomas Hale.



**Basic Electronics**—Upgrading graduates of the May 14 basic electronics class are (kneeling) Ralph Garner, (from left, standing) Richard Robertson, Franklin Coburn, Eric Morrison and Russ Levin (instructor).



**Oil Spill Containment**—Completing the 40-hour oil spill recovery and containment course on June 4 are members of trainee class 551. With their instructor, John Smith (kneeling), are (from left, front row) David Mark Hoffman II, David Tompkins, Manuel Alvarez, (second row) Osvaldo Rios, Jason Vogel, Jason McCormick and Eric Orscheln.



**Advanced Firefighting**—Earning their certificates of completion from the advanced firefighting course on May 9 are (from left, kneeling) Bonifacio Fortes, Kathleen Kemp, Cesar Gutierrez, Ernest Lacunza Jr., Burlin Pinion, Joseph Spell II, (second row) Najib Camry, Lawrence Carranza, Heather Stilwell, Rogelio Ybarra, Julie Borovick, John Smith (instructor), Sharon Naquin, Isom Ingram, Joyce O'Donnell, (third row) Ronald Rizzuto, Glen Boykin, Brett Newsome, Robert Stancavage, Robert Rester and Howard Schoenly.



**Third Mate**—Seafarers graduating from the third mate class on May 13 are (from left, first row) Jeffrey Sousa, Stephen Foster, Steven Tepper, Kimberly Vaughan, Donald Boatright, (second row) Jim Brown (instructor), George Wilson, Joseph Braun, Jeffrey Englehart, Jeffrey Yegge and Brett VanDrie.



**Bridge Management**—Five Seafarers graduated from the bridge management class on May 16. They are (from left, first row) Daniel Crawford, Jessie Holmes (staff), Timothy Seidell, Rick James, (second row) Jake Karaczynski (instructor), Henry Brown and Patrick Brown.



**Upgraders Lifeboat**—Certificates of training were received by the May 29 class of upgraders. They are (from left, kneeling) Mike Stringer, Pedro Ramos, Willie Jones, Tom Gilliland (instructor), Rodney Roberson Sr., (second row) August Requedan, William Ramos, Najib Camry, Arthur Aguinaldo, George Claiborne Jr. and Kent Doctor.



**Tanker Operation/Safety**—Seafarers completing the tanker operation/safety course on May 7 are (from left, sitting) Lovell McElroy, James Porter, John Wolfe, Kevin Hall, Jimmie Thomas, (kneeling) Rudolph Hernandez, Michael Rawlins, Juan Ortiz, Eddie Ponteres, Milton Greene Jr., Trinidad Sanchez, (standing, first row) Ron Richardson, Errick Nobles, Matt Scott, Jerry McLean, Sean Ryan, Arthur Aguinaldo, Richard Dunston, Stephen Stepanski, (standing, second row) Stephen Thompson, R.L. Maddox, Adolphus Young, Tibby Clotter, Jerry Foley, Carlos Sanchez, Peter Murtagh, (standing, third row) John McLaurin, Fred Jensen, Ronald Owens, Ismael Castillo, Ben Cruz, Ralph Gibbs, (standing, fourth row) Randall Shearer, Ceasar Smith Jr., Joseph Smoler, Doug Smith, Joe Sauzek, (last row) Keith Innes, Larry Ewing and Jerry Lott Jr.

## LUNDEBERG SCHOOL 1996 UPGRADING COURSE SCHEDULE

The following is the schedule for classes beginning between August and December 1996 at the Seafarers Harry Lundeberg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

Please note that this schedule may change to reflect the needs of the membership, the maritime industry and—in times of conflict—the nation's security.

Students attending any of these classes should check in the *Saturday before* their course's start date. The courses listed here will begin promptly on the morning of the start dates.

### Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	October 14	December 13
Bridge Management	August 19	August 30
Radar Observer	August 12	August 16
Third Mate	August 26	December 13
Celestial Navigation	September 30	November 8

### Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	October 14	December 13
Diesel Engine Technology	August 12	September 13
Hydraulics	November 11	November 29
Marine Electrical Maintenance II	August 26	October 4
Pumproom Maintenance	August 19	August 30
Power Plant Maintenance	November 4	December 13
Third Assistant Engineer	September 23	December 13

### Steward Upgrading Courses

Course	Start Date	Date of Completion
Assistant Cook/Cook and Baker, Chief Cook, Chief Steward	August 12	November 1

### Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Operation/Safety	August 19 September 21 October 14 November 11	September 13 October 11 November 8 December 6
Tankerman Recertification	August 19 October 14 November 11	August 30 October 25 November 22
Advanced Firefighting	September 30	October 11

### Inland Courses

Course	Start Date	Date of Completion
Radar Observer/Inland	(see radar courses listed under deck department)	

### Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	August 5	September 6

### Additional Courses

Course	Start Date	Date of Completion
Adult Basic Education (ABE)	August 5 October 14	September 13 November 22
English as a Second Language (ESL)	September 2	October 11
Lifeboat Preparation	August 26	September 6
Introduction to Computers	to be announced	

*The Lundeberg School is presently working on its 1997 calendar of courses. As soon as the dates are finalized, the schedule will appear in upcoming issues of the Seafarers LOG.*

*Members with any questions regarding future courses may call the school's admissions office at (301) 994-0010.*

## UPGRADING APPLICATION

Name \_\_\_\_\_  
(Last) (First) (Middle)

Address \_\_\_\_\_  
(Street)

Telephone \_\_\_\_\_ Date of Birth \_\_\_\_\_  
(City) (State) (Zip Code)  
(Area Code) (Month/Day/Year)

Deep Sea Member  Lakes Member  Inland Waters Member

*If the following information is not filled out completely, your application will not be processed.*

Social Security # \_\_\_\_\_ Book # \_\_\_\_\_

Seniority \_\_\_\_\_ Department \_\_\_\_\_

U.S. Citizen:  Yes  No Home Port \_\_\_\_\_

Endorsement(s) or License(s) now held \_\_\_\_\_

Are you a graduate of the SHLSS trainee program?  Yes  No

If yes, class # \_\_\_\_\_

Have you attended any SHLSS upgrading courses?  Yes  No

If yes, course(s) taken \_\_\_\_\_

Do you hold the U.S. Coast Guard Lifeboatman Endorsement?

Yes  No Firefighting:  Yes  No CPR:  Yes  No

Primary language spoken \_\_\_\_\_

*With this application, COPIES of your discharges must be submitted showing sufficient time to qualify yourself for the course(s) requested. You also must submit a COPY of each of the following: the first page of your union book indicating your department and seniority, your clinic card and the front and back of your z-card as well as your Lundeberg School identification card listing the course(s) you have taken and completed. The admissions office WILL NOT schedule you until all of the above are received.*

COURSE	BEGIN DATE	END DATE

LAST VESSEL: \_\_\_\_\_ Rating: \_\_\_\_\_

Date On: \_\_\_\_\_ Date Off: \_\_\_\_\_

*NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point.*

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

RETURN COMPLETED APPLICATION TO: Lundeberg School of Seamanship,  
Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075.

7/96



## SUMMARY ANNUAL REPORTS

The summaries of the annual reports for the SIU Pacific District Pension Plan and the SIU Pacific District Supplemental Benefits Fund, Inc. may be found on page 20.

# Boatmen Honored for Aiding Harbor Pilot

## Mobile Tug Crew Overcomes Foul Weather to Bring Wounded Man to Safety

From his position on the deck of the pilot boat, Captain Vincent Collier could not believe his eyes.

As the SIU member glanced through his frosty breath at the pilot ladder extending from the large vessel next to the boat, he saw harbor pilot Jack Miller hurtling downward.

"It happened so quick. He hit the house, then the deck. I checked for a pulse because he didn't say anything at first," recalled Collier, one of six Mobile, Ala.-area Seafarers recently honored by the U.S. Coast Guard for bringing the injured man to safety.

The 35-foot fall left Miller, an experienced harbor pilot, severely injured. The robustly built mariner sustained compound fractures in his left arm and left leg. He also broke his pelvis and several other bones as a result of the accident, which took place December 29 around 1:30 a.m. in the Gulf of Mexico, 13 miles south of Gulf Shores, Ala.

"It's a miracle he survived," said Captain Tommy Wescovich, who was in the pilot boat's wheelhouse when Miller reportedly slipped while trying to climb from the Jacob's ladder to a gangway on the deep-sea ship. "I've never in my life seen anything like it and I hope I never do again."

A difficult, delicate series of maneuvers, made necessary by a lack of immediate medical help and executed despite rough seas, frigid temperatures and 25-knot winds, immediately followed the mishap.

Miller first was transported from the pilot boat to the nearby SIU-crewed Crescent tug *Alabama*, then was lifted onto an oil rig where limited medical help was available. He subsequently was taken via Coast



SIU Captains Tommy Wescovich (left) and Vincent Collier display certificates awarded by the U.S. Coast Guard for their part in a difficult rescue. At right is Mobile, Ala. Port Agent Dave Carter.



Attending the ceremony marking the successful rescue of a severely injured harbor pilot near Mobile, Ala. are (from left, front row) Crescent Towing Assistant VP Tadd Willcutt, Crescent CEO Richard Murray, (back row) Deckhand John Wint, Engineer Roy Saranthus, Captain Bo Tucker and Deckhand Buddy Langley.

Guard helicopter to a local hospital.

For their rescue efforts, Wescovich, Collier, *Alabama* crewmembers Captain Bo Tucker, Deckhands John Wint and Buddy Langley and Engineer Roy Saranthus, along with bar pilot Marty Stapleton, recently were honored by the Coast Guard in Mobile. And Miller, still recovering from his injuries but able to move with the aid of a metal walker, attended the function, where he repeatedly and profusely thanked his rescuers.

"We enjoyed seeing Captain Jack," said Tucker. "A lot of the guys have known him for years."

### Crews Meet Challenge

As soon as Miller — who remained conscious and communicated with the rescuers throughout the ordeal — hit the deck, Wescovich, Collier and Stapleton were confronted with several problems. Waves not only sprayed the victim with icy water, but also threatened to wash him off the boat. Via

the radio, Wescovich determined that the nearest paramedic was on the oil rig — too far away for the boat to carry Miller, under the circumstances. Additionally, assis-

*'It's a miracle he survived. I've never seen anything like it and I hope I never do again.'*

—Captain Tommy Wescovich

tance from the Coast Guard would take at least two hours.

Roughly two miles away, the *Alabama* had arrived early and was waiting to assist a tug and barge in a docking operation. Tucker heard about Miller's plight and promptly guided the tug to the accident scene.

"The pilot boat is only about 50 feet long and 20 feet wide, while the tug is approximately 90 feet by 30 feet," explained Tucker. "I know that when something like this happens, you don't want to move the injured person. But we had to get him transferred to our boat so he could get to shore as quickly as possible."

The pilot boat tied up to the *Alabama's* port quarter. Then, absent a stretcher, crewmembers from both vessels helped remove a door from the tug and placed Miller on it.

"I was afraid he might slide off the door because the seas were so bad," stated Wint. "He's a gutsy fellow to be able to talk to us with the pain I know he was going through."

Wint worked as a policeman in Chickasaw, Ala. for 26 years before starting a second career as a mariner. He said that although he has been to many accident scenes, "I wouldn't say I've seen anything similar to this. It was a bad accident, but everybody stayed calm and did what they had to do."

"Captain Miller, bless his heart, he tried to help, too. He even reached out with his good arm and tried to grab the hand rail as we moved him."

### Seafarers Protect Captain

Once Miller was aboard the *Alabama*, the Seafarers provided pillows and covered him with blankets. They shielded him from the waves and tried to immobilize him. (For various reasons, it would have been extremely impractical to attempt to move Miller inside the tug.)

Under good conditions, the five-mile ride to the oil rig would take approximately 20 minutes. But with the *Alabama* moving slowly to minimize rocking and spray, it took nearly an hour.

"We had to go slow enough that he wouldn't be hurt worse, but we also had to go as fast as possible," Tucker said.

At the oil rig, a paramedic and others lowered a basket for Miller, then lifted him to the platform. A short while later a Coast Guard helicopter from New Orleans transported Miller from the rig to a Mobile hospital.

Nearly five months later, the crews of the *Alabama* and the pilot boat were reunited with Miller under much better circumstances at the Coast Guard ceremony. Each of the Seafarers received a personalized certificate of appreciation "in recognition of notable services which have assisted greatly in furthering the aims and functions of the Coast Guard." The certificates further read, "One of the oldest traditions of the sea and its lore is that mariners set aside concern for self in service to others and the common good. Your actions in this are in keeping with that timeless tradition and reflect great credit upon yourself and the maritime community at large."

Tucker echoed that sentiment. "On the waterfront, you've got to help others. They called, we were there, so we helped. If I was in that situation, I'd sure want someone to help me."

Additionally, Wint said he was "more proud of this than my law enforcement certificates. I'm not sure why I feel that way, but this was a unique experience."

Wescovich noted that the appreciative Miller choked up several times during the ceremony, when he tried to discuss the accident. "He couldn't thank us enough," Wescovich said.

Finally, Collier summed up the rescuers' feelings when he said, "We were glad to help, and the main thing is that Captain Jack (who has a wife and children) survived. But I hope it's the last time something like this happens."



Captain Jack Miller, still slowed by injuries, shares a laugh with his wife, Sharlyn, during a reunion with his rescuers.