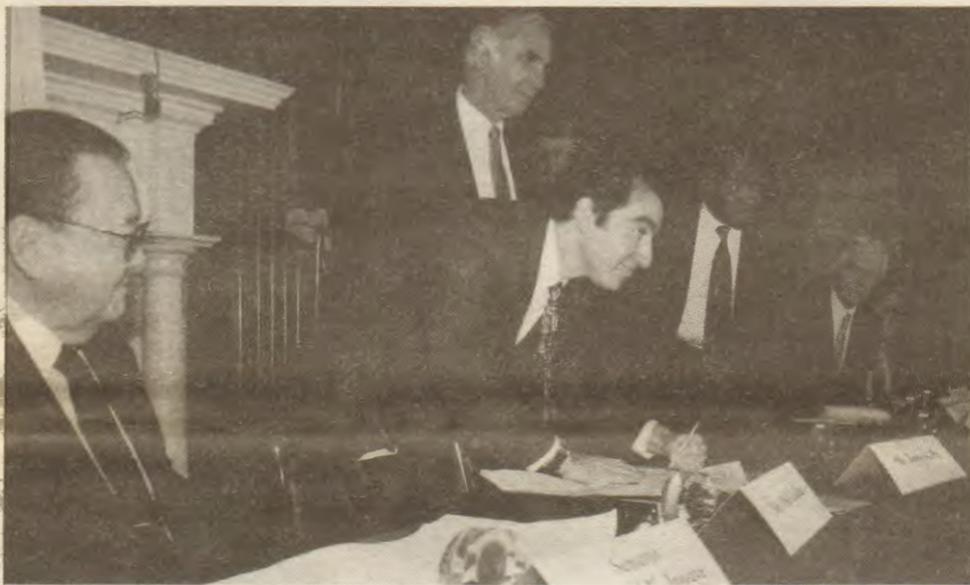




The Seafarers Log

Official Organ of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters AFL-CIO

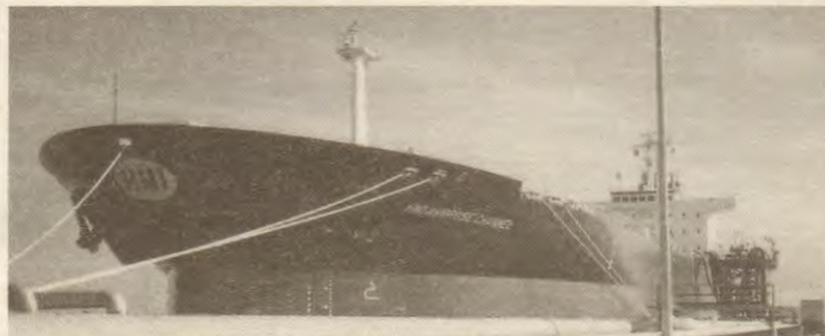
New Ships For Seafarers! To Come At Sea



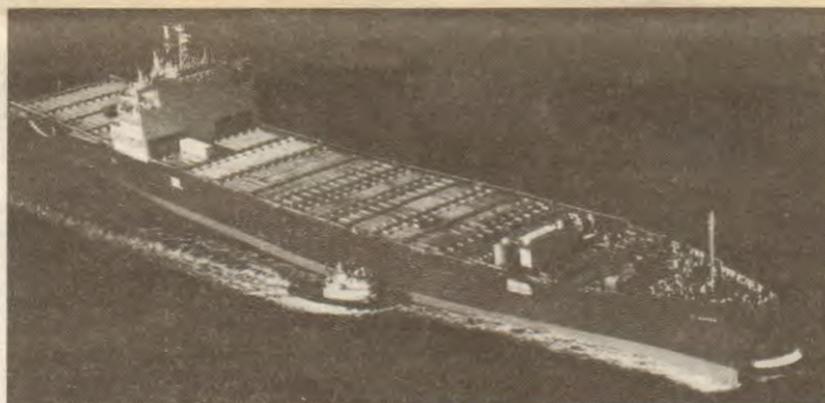
American Classic Voyages Chairman Philip Calian signs the agreement for construction of two new U.S.-flag cruise vessels. Standing directly behind him is Ingalls Shipbuilding President Jerry St. Pe', whose company will build the first new cruise ships in an American yard in more than 40 years. Witnessing this historic event last month in the Mansfield Room of the U.S. Capitol are (from left) Sen. Daniel Inouye, Maritime Administrator Clyde Hart and Sen. Thad Cochran.

Contract Signed for Two New U.S.-Flag Passenger Vessels

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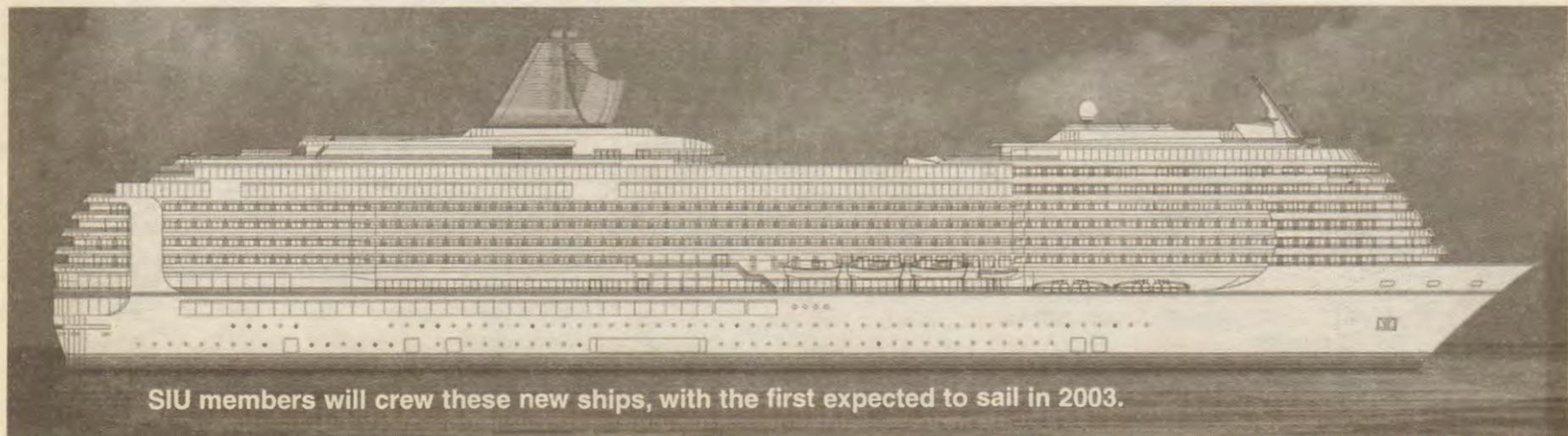
Seafarers recently crewed the *HMI Ambrose Channel*, the fourth of five "Double Eagle" tankers operated by InterOcean Ugland Mgt. Page 3.



Sea Star Line's SIU-crewed *El Morro* earlier this year began regular service between Florida and Puerto Rico. Page 3.



Great Lakes Towing in February christened three new "Z" tugs. Page 4.



SIU members will crew these new ships, with the first expected to sail in 2003.

President's Report

Excitement Builds

Twenty years ago, excitement rippled through the SIU as we geared up for a task the union had never faced: the crewing of a U.S.-flag passenger ship.

The *Oceanic Independence* was returning to the U.S. flag and the company doing it signed with the SIU to provide the manpower that ship needed.



Michael Sacco

Every one of us involved in the project felt great anticipation and enthusiasm.

For the Lundeberg School, this opportunity meant developing new classes and training methods to thoroughly prepare Seafarers for the many jobs they would tackle when they climbed her gangway.

Needless to say, the SIU met the challenge and, in June 1980, the *Independence* became the first passenger ship to sail under Old Glory in 10 years. Within two years, SIU members were crewing her sister ship, the *Constitution*, when it returned to service as a U.S.-flag vessel.

Today, that excitement is building again. In this issue of the *Seafarers LOG*, we are getting our first glimpses of the next generation of U.S.-flag passenger ships.

Although there will be many differences between these new ships compared to the *Independence* and *Constitution*, one thing that remains the same is Seafarers will crew the vessels.

They will be state-of-the-art cruise ships, incorporating the latest technology and advances. The drawings on display during last month's Capitol Hill signing ceremony showed how magnificent these ships will be. While media attention has focused on the passengers' appointments, the crew facilities have not been ignored. They, also, are being fitted to meet the needs of the next century.

Like it did two decades ago, the staff at the Lundeberg School is preparing the facility to train Seafarers to crew this next generation of passenger vessels. Even the new Joseph Sacco Fire Fighting and Safety School was designed with these ships in mind. This is a tremendous opportunity and the SIU will be ready.

While all of us in the union look forward to these new ships, others also are proud of this latest confirmation that the U.S.-flag commercial fleet is, indeed, being revitalized.

As I mentioned earlier, the signing ceremony between American Classic Voyages, which will operate the vessels, and Ingalls Shipbuilding, which will construct the bottoms, took place in the U.S. Capitol. Three senators, two representatives, the maritime administrator and the secretary of the Navy actively participated in the event.

Brothers and sisters, we are not the only ones excited about the growth of the U.S. fleet.

These new passenger ships are a continuation of the fight we have been waging throughout the 1990s to prepare the merchant fleet for the next century.

Success happens to those who are determined, dedicated and driven. Many of you worked hard talking with and writing to your elected officials during the five-year battle to pass the Maritime Security Act, which was signed into law in 1996. This measure made sure the U.S.-flag containership fleet remained viable and strong into the first part of the next century.

We have seen the construction and launching of a new fleet of U.S.-built, double-hulled tankers. Seafarers now are working aboard the first four, with the fifth expected to come out later this year.

Meanwhile, the military's review of the Persian Gulf War revealed the need for a larger fleet of military prepositioning vessels. Today, SIU members around the world crew the newly built Bob Hope and Watson-class of ships as well as others that have been converted to sail at a moment's notice to supply American forces when they are called to duty.

Several SIU-contracted companies have added to their fleets the new tractor tugboats as they see what will be required in the way of harbor work in the years to come.

There also have been other developments in the U.S.-flag passenger trade this decade. In 1995, the Delta Queen Steamboat Co. added to its inland fleet the *American Queen*, which at that time was the largest overnight passenger vessel built in the United States in almost 40 years.

Last year, American Classic announced plans for five coastal cruise ships, designed to look like those that sailed along the coastlines at the turn of the 20th century. The first of these new vessels is expected to be sailing sometime in 2001.

Yes, there is a lot to be excited about.

But we cannot rest on our laurels. There still is more work to be done for all of our members — no matter if they sail deep sea, inland or Great Lakes; no matter if they are aboard containerships, tankers, bulkers, dredges, cruise vessels or tugboats.

The 21st century is rapidly approaching. We will continue to work to improve and modernize the U.S.-flag fleet. We will continue to provide new jobs for Seafarers.

We do this because we plan to be part of this exciting new chapter in America's history for a long, long time.

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Maritime Administrator Hart Visits SIU Hall in Honolulu

U.S. Maritime Administrator Clyde Hart recently got a first-hand look at how a union hall operates, as he stopped by the SIU hall in Honolulu.

In town to speak to the Hawaii chapter of the Maritime Cabotage Task Force, Hart toured the SIU hall on February 5. He met several SIU members and congratulated GU Tessema Tefera, who that week had received his U.S. citizenship and his union membership book.

Hart also examined the rotary shipping board and discussed the various documents and training now required for mariners.

Additionally, he discussed with Seafarers and with SIU Port Agent Neil Dietz the expanding job opportunities with American Hawaii Cruises; the SIU's numerous training initiatives including the Paul Hall Center's unlicensed apprentice program; the Chapter VI (basic safety) requirements of the amended STCW convention; and the importance of the Jones Act (America's freight cabotage law).

The maritime administrator is an outspoken supporter of the Jones Act, a law which provides jobs for U.S. citizens, boosts the country's economy and aids national security.



In town for a speaking engagement, U.S. Maritime Administrator Clyde Hart (center) recently toured the SIU hall in Honolulu. There, he met a number of Seafarers, including GU Tessema Tefera (right).



Explaining the rotary shipping system to U.S. Maritime Administrator Clyde Hart (right) is Neil Dietz, port agent at the SIU hall in Honolulu.

Rank-and-File Financial Committee Approves 1998 Union Records

Group Issues Annual Report To Members

A committee of veteran rank-and-file members, elected by their fellow Seafarers during last month's union meeting in Piney Point, Md., have reviewed the SIU's financial records for 1998 and found them to be in good order.

Each department was represented on the committee. Elected from the deck department were Recertified Bosun Terry Cowans Sr., a 25-year member from Mobile, Ala., and AB Tom Moore, from Baltimore and with the SIU 10 years. The lone engine department member was QMED Joe Pomraning, who sails from Baltimore. Pomraning, a member for 18 years, also served as the committee chairman.

Representing the galley gang were Recertified Stewards Lovell McElroy Sr. (a 24-year member from Mobile), Gerald Hyman (18 years, from Norfolk, Va.) and Gina Lightfoot (16 years, from Jacksonville, Fla.). The final member of the committee was Chief Cook Donald Mann, who has been with the union 18 years. He sails from Baltimore.

"This committee worked very hard and we found everything to be in order," Pomraning stated.



Reviewing the union's 1998 financial records are (from left, going counter-clockwise around table) Gerald Hyman, Terry Cowans Sr., Lovell McElroy Sr., Donald Mann, Tom Moore, Gina Lightfoot and Joe Pomraning, who served as chairman.

"Our brothers and sisters have entrusted us to do this very important job and we are performed our duties to the best of our abilities."

The use of an annual financial review committee is required by Article X, Section 15 of the SIU Constitution. It reads: "The Annual Financial Committee shall make an examination for each annual period of the finances of the Union and shall report fully on their findings and recommendations."



QMED Joe Pomraning, an 18-year member of the SIU, signs off on the committee's report.

Please be advised that SIU headquarters and all SIU hiring halls will be closed on Monday, May 31, 1999 (unless an emergency arises) for the observance of Memorial Day. Normal business hours will resume the following workday.

Contract Signed for Cruise Ships

Work Starts Next Year on First U.S.-Flag, U.S.-Built Deep Sea Passenger Vessels Since 1958

Construction on the first large cruise ships to be built in an American yard in more than 40 years will begin shortly, following last month's Capitol Hill contract signing ceremony between SIU-contracted American Classic Voyages and unionized Ingalls Shipyard.

Ingalls is expected to start work on the first of two 840-foot, 1,900-passenger vessels early next year. That vessel, which will hold a crew of 650 mariners, is scheduled to begin service for American Hawaii Cruises around Hawaii by 2003.

"This announcement represents a continued resurgence of the U.S.-flag merchant marine and is a major boost for the U.S.-flag cruise industry," SIU President Michael Sacco stated.

"The SIU has had a long partnership with American Classic and we are pleased that the company has undertaken this initiative to expand its operations."

American Classic's subsidiary American Hawaii Cruises operates the *SS Independence*, which has been crewed by Seafarers since it returned to the American flag and began sailing around the Hawaiian Islands in 1980. SIU members also crewed its sister vessel, the *SS Constitution*, between 1982 and 1995 when it went out of service.

Many Witnesses

The historic signing, which took place March 9 in the U.S. Capitol, was witnessed by elected officials, Clinton administration members and the media.

Senate Majority Leader Trent Lott (R-Miss.) called the agreement between American Classic



Senate Majority Leader Trent Lott calls the agreement to build the ships "a marriage made in heaven."



Navy Sec'y Richard Danzig states the construction of the cruise vessels offers many lessons.



Saluting all who made the contract for the vessels possible is Rep. Neil Abercrombie.

and Ingalls "a marriage made in heaven."

Lott, whose home is Pascagoula where Ingalls is located, added, "I think we have something that is going to be very important, very vital for shipbuilding as a whole and certainly for the cruise industry and for America. I can't wait to see these ships sail and provide cruise opportunities on American-built ships."

The Mississippi senator praised his colleague Daniel Inouye (D-Hawaii) for garnering the support to pass the 1997 U.S.-Flag Cruise Ship Pilot Project, which paved the way for the signing.

Sen. Inouye acknowledged Lott's remarks by saying, "A lot of things can happen if we do it in a bipartisan fashion."

Pentagon Support

Besides Inouye, Sen. Ted Stevens (R-Alaska) and Reps. Bob Livingston (R-La.) and Neil Abercrombie (D-Hawaii) sponsored the 1997 bill in Congress. The measure is part of a larger project to convert American shipyards from

More coverage appears on pages 12-13

military to commercial constructions. Designs used in the cruise ships are expected to be incorporated in future Navy vessels.

"This program has much to be proud of," Inouye stated. "The Department of Defense supports this because we will revitalize the shipbuilding industry, which is very important, and thereby keep down the cost of shipbuilding by, I might say, hundreds of millions of dollars."

His remarks were echoed by Navy Secretary Richard Danzig, who added, "We are delighted from a national defense standpoint with this arrangement."

"It is good for ship workers. It is good for shipyards. But, above all in my view, it is good for national defense."

Danzig noted the lessons learned from building the cruise ships would provide the Navy with tremendous money savings.

National defense was not the

only maritime issue discussed at the announcement ceremony. Several speakers said the new construction shows the value of the nation's cabotage laws.

Backing for Cabotage

Rep. Gene Taylor (D-Miss.), whose district includes the Ingalls Shipyard, stated the teamwork shown among the legislators, maritime industry, military and labor should be used to fight for the freight and passenger laws.

"I hope we will continue to work together on the preservation of the Passenger Vessel Act and the Jones Act, that reserves coastwise commerce for American-made, American-owned, American-crewed vessels that live by our rules," Taylor told the audience.

Maritime Administrator Clyde Hart also renewed the administration's support for the two laws, then added he was "looking forward to the first two cruise ships and many others to come."

He saluted the labor officials representing sailing and shipbuilding members and the mar-

itime industry for working together to make the vessels a reality.

Rep. Abercrombie arrived immediately after an overnight flight from sunny Hawaii to snowy Washington, D.C. to witness the signing.

"This is the start of a new revival of the cruise industry in the United States of America with American shipbuilders, American workers and American sailors. This industry will take off in the 21st century," added the Hawaiian legislator.

In his comments, Sen. Thad Cochran (R-Miss.) looked at the snow accumulating outside but said "the sun is shining brightly in the U.S. Capitol."

He likewise praised all involved in making the cruise ships possible.

Create New Jobs

After saluting everyone involved, Philip Calian, American Classic Voyages chairman, noted the entire effort will create 5,000 jobs ashore and at sea. "This will maintain a large base of seafarers for times of national emergency," he added. "We are proud to be doing our part to expand the U.S.-flag cruise industry."

The president of Ingalls Shipbuilding, Jerry St. Pe', declared the agreement "puts the last piece of the puzzle together to make this happen. It is somewhat a return to the future. We built the last cruise ships [the *SS Brasil* and *SS Argentina*] built in this country."

St. Pe' pointed out he was a young reporter covering the launching of those two vessels in 1958, while Sen. Lott was a member of the high school band performing at the event.

4th Double Eagle Tanker Begins Service

Seafarers are working aboard the fourth Double Eagle tanker operated by Interocean Uglad Management.

The *HMI Ambrose Channel* set sail earlier this year, joining the *HMI Diamond Shoals*, *HMI Cape Lookout Shoals* and *HMI Nantucket Shoals* as the newest U.S.-built tankers. One more double-hulled vessel - the *HMI Breton Reef* - is expected to come out of Newport News (Va.) Shipbuilding later this year. It also will be crewed by SIU members.

According to SIU Norfolk (Va.) Safety Director Pat Vandergrift, who met with the crew as the ship was preparing to sail in February, everyone was looking forward to working on the new vessel.

"Everything was in great shape - all shiny and new. Bosun Robert Pagan told me all the crew members could not wait to get the ship to sea," Vandergrift said.

All five tankers are owned by Hvide Marine, Inc. They were built with double hulls to comply with the Oil Pollution Act of 1990. Each is named after an old U.S. Coast Guard light ship.

Each tanker is approximately 600 feet long with a beam of about 106 feet.



ABOVE: With Old Glory waving behind them, ABs Bartow Bridges (left) and Mark Kerr (right) met with SIU Rep. Amancio Crespo when the newly built vessel docked recently in Puerto Rico.

RIGHT: Chief Cook Kristin Krause prepares to return to the SIU-crewed *HMI Ambrose Channel* in Ponce, P.R.



Seafarers Sailing El Morro In Puerto Rico Trade

The SIU-crewed *El Morro* is providing regular service between Florida and Puerto Rico, the second vessel in the Sea Star Line fleet to do so.

SIU Port Agent Tony McQuay met with crew members during a payoff last month in Jacksonville, Fla. He reported everything was going smoothly on the vessel, which began operations earlier this year.

"Bosun Steve Copeland and Steward Kris Hopkins told me this is a good-working crew," McQuay told the *Seafarers LOG*. "All the members are getting acquainted with the ship and find it in good shape."

The *El Morro's* sister ship, the *El Yunque*, began sailing late last year. The ships offer roll-on/roll-off as well as lift-on/lift-off service on a weekly basis. They can handle containers and trailers from 20 feet to 53 feet as well as flat beds, heavy machinery, refrigerated cargo and vehicle transport.

The vessels are operated by Interocean Uglad Management for Sea Star Line, which is a joint venture of Totem Resources Corp., Matson and Sea-Barge Line Inc.

Seafarers Crew New 'Z' Tugs

Boats Provide Harbor Towing Service in Pearl Harbor

Seafarers are sailing aboard the three new "Z-class" tractor tugs christened earlier this year by Admiral Towing and Barge Company.

The tugs - named *Z-Three*, *Z-Four* and *Z-Five* - are operating under a U.S. Navy contract to provide harbor towing services at the Naval base in Pearl Harbor, Hawaii. Operations commenced early last month.

SIU members and officials attended the christening ceremonies in mid-February at Seattle's MARCO Shipyard, where the boats were construct-

ed. Each of the tugs is 95 feet long, 32 feet wide and has 4,000 horsepower with a bollard pull exceeding 110,000 lbs. Each operates at a top speed of 14 knots.

"The Z-class design was developed to accommodate an entire range of towing services, including shiphandling duties, salvage, firefighting, oil recovery, tanker escort, and ocean and coastal towing of vessels and barges," noted Admiral Towing in announcing the christenings. "The new tugs have been modified to meet the special needs of

the Navy and include special above- and below-water fender systems to accommodate assistance to submarines."

The Z-drive is an integrated unit that replaces conventional propellers and rudders. It performs propulsion as well as steering, thereby enabling the tug to push or pull in any direction. The design greatly improves maneuverability.

SIU members also crew vessels operated by Admiral Towing's affiliate company, Great Lakes Towing, which currently is in its 100th year.



TOP: The *Z-Three* is christened in Seattle. DIRECTLY ABOVE (from left): Among those attending the ceremony were Richard Berkowitz of the Transportation Institute, SIU Vice President West Coast Nick Marrone and SIU Recertified Bosun Dana Cella.



Both inside and out, the new tugboats feature the most modern design and equipment.

Don Nolan Named VP For Lundeberg School

The trustees for the Seafarers Harry Lundeberg School of Seamanship have named Don Nolan as the facility's new vice president.

Nolan, 53, has been on the staff of the school since 1968 when he was hired as a chief cook shortly after the Piney Point, Md. facility opened. Since then, he has served in a variety of roles including steward department instructor and culinary director.

During his tenure at the school, the Pennsylvania native also has been involved in numerous projects including recruitment and management.

Nolan comes from a union background. His father was a member of the United Mine Workers. Other members of his family are Steelworkers.



Don Nolan

Prior to coming to the Lundeberg School, he served in the U.S. Navy. He holds a vocational teacher's certificate from the University of Maryland.

USNS Antares Sails to Balkans To Assist NATO Peacekeepers

SIU members aboard the fast sealift ship *USNS Antares* recently helped in the NATO peacekeeping mission in the Balkans known as Operation Joint Guard. The February assignment marked the second time in the past seven months that the U.S. Navy's Military Sealift Command (MSC), which operates the *Antares*, has been called to transport American military equipment and supplies to the volatile region - an area that includes Bosnia, Croatia and Slovenia.

The 946-foot cargo ship docked in Rijeka, Croatia along the Adriatic Sea in late February. Earlier, approximately 92,000 square feet of combat

equipment from the U.S. Army's 1st Cavalry Division from Fort Hood, Texas, had been loaded aboard the roll-on/roll-off (RO/RO) vessel in Beaumont, Texas, and Wilmington, N.C.

That military equipment came from six different U.S. military installations including Fort Hood and Fort Sam Houston, Texas; Fort Carson, Colorado and Fort Riley, Kansas.

According to MSC, more than 200 shipping containers and 25 Army helicopters were lifted aboard the *Antares* in Beaumont while 54 pieces of "rolling stock" were driven up the ship's side ramp to stowage

positions inside the vessel.

Following the Beaumont load-out, the *Antares* sailed to Wilmington where 15 more helicopters, 25 shipping containers, nine wheeled vehicles and other general cargo items were loaded. The ship then departed Wilmington February 9 for the 18-day transatlantic voyage.

The *Antares*, capable of traveling at up to 30 knots, is believed to be only the second U.S. Navy ship to dock at the Balkan port. The SIU-crewed *USNS Soderman*, one of MSC's large, medium-speed RO/ROs, transported 1st Cavalry Division cargo to the region in August 1998.

USNS Gordon Rescues Fishermen in Gulf

The SIU-crewed *USNS Gordon* last month rescued two people in the Persian Gulf from a sinking fishing boat.

The prepositioning vessel was at anchor around 6 a.m. when crew members spotted two citizens of the United Arab Emirates in distress. The fishermen were waving and clinging to their mostly submerged 12-foot boat.

Reacting quickly, the *Gordon* launched its 16-foot rigid-hull inflatable boat to rescue the stranded pair.

"With high winds and choppy

seas jostling their orange rescue craft, and English of little use, *Gordon's* rescue party relied largely on encouraging smiles and gestures, coaching the terrified survivors to release their grip on what was left of their rapidly sinking boat," noted the U.S. Military Sealift Command in an account of the rescue.

The ordeal lasted only 28 minutes. It ended with the fishermen climbing aboard the 956-foot military support ship, where crew members gave them dry clothes, breakfast and a movie to

watch while waiting for the local coast guard to transport them ashore.

Rear Admiral Gordon S. Holder, commander of MSC, described the rescue as "a perfect example of seamanship in the finest tradition."

SIU members crew the *Gordon* as well as other prepositioning ships operated by MSC. Those vessels strategically place U.S. military equipment around the globe, where it remains readily available if needed by U.S. forces.



Seafarers aboard the *USNS Gordon* helped rescue two fishermen.

Legislators Ask IRS to Estimate Taxes Lost to Foreign-Flag Cruise Vessels

Two lawmakers have asked the Internal Revenue Service to provide estimates of how much taxes U.S.-based, but foreign-registered cruise companies would pay if they were not exempt from income tax and other liabilities.

The representatives, Peter DeFazio (D-Ore.) and Gene Taylor (D-Miss.), said in a letter to IRS Commissioner Charles Rossotti that this information is needed in case Congress takes up legislation that would cripple the Passenger Vessel Services Act by allowing foreign-flag cruise ships to carry passengers between different U.S. ports.

(The Passenger Vessel Services Act is the cabotage law that states passengers moved between two domestic ports must be carried aboard U.S.-flag, U.S.-crewed and U.S.-built vessels.)

Several bills to modify the act

were offered in the last session of Congress but got no further than a committee hearing. The SIU opposed each of the measures offered.

In an interview with the *New York Times*, DeFazio said the Clinton administration has estimated the cruise ship industry is avoiding billions of dollars in taxes annually. The article, published March 12, noted the 17 U.S.-based cruise companies had annual revenues of \$10 billion, but are registered in countries that do not have income taxes.

While U.S. elected officials are looking into the tax laws governing the foreign-flag cruise industry, another article published March 29 by *Fortune* showed these same cruise lines are not providing much economic support to the Caribbean islands they visit.

Allen Chastanet, the former



SIU VP Contracts Augie Tellez (right) talks maritime with Rep. Gene Taylor (left), one of two legislators asking the IRS for an estimate on how much money in tax revenues foreign-flag cruise companies based in the U.S. would pay if they were not tax exempt.

director of the St. Lucia tourism board, told the magazine, "Sixty five percent of the cruise industry's profits come from the Caribbean. But only 7 percent of their employees come from the Caribbean and only 1 percent of the taxes they pay go to the region."

The article noted local govern-

ments are forced to deal with the garbage and heavy traffic created by the cruise ships and their passengers. An example of such discrepancies was the \$14 million being spent by St. Lucia for a cruise terminal expansion and additional \$14 million being spent to push tourism, yet the

\$6.50 per passenger tax levied on each vessel only brings \$1.9 million to the economy. When 13 islands tried in 1993 to increase the per-head tax on the cruise ships, the companies countered by saying they would sail elsewhere. The effort fell apart within weeks.

A St. Lucia survey conducted in the early 1990s found visitors who stayed overnight or longer on the island spent 30 times as much as those who disembarked from a cruise ship docking there. One hotel manager complained to the magazine that he has "to pay hotel occupancy tax, income tax, social security - all those taxes," while the cruise ships do not.

Even the U.S. Virgin Islands are feeling the pinch in terms of revenue. Their average number of overnight tourists has fallen 26 percent to 440,000 since 1988 while those who visit for part of a day aboard cruise ships has risen by half to 1.6 million.

As noted in an Associated Press story of February 21, cruise ship passengers make up 80 percent of the tourists in the Virgin Islands, but provide a mere 25 percent of the total tourism revenue.

To the Virgin Island economy, this represents an annual income of \$600 million from visitors, down 33 percent in the last five years.

Royal Caribbean Pleads Guilty to Dumping

In a surprise move, Royal Caribbean Cruises pleaded guilty in a Los Angeles federal court to three charges of dumping oily bilge water earlier this decade.

The March 22 admission by the world's second largest cruise line followed a three-count indictment handed down by a federal grand jury in Los Angeles in late February. The charges concerned covering up oily waste discharges with false records that were presented to the U.S. Coast Guard by the *Nordic Prince* crew during three separate ship inspections in Los Angeles between January and October 1994. The maximum fine for each count is \$500,000.

Additional charges are expected to be placed against the company later this year in New York and Alaska.

The *Seafarers LOG* reported in February that Royal Caribbean already had paid a \$9 million fine for dumping that occurred between 1990 and 1994. The

company and U.S. government reached a plea bargain for that fine following separate indictments in Miami and San Juan regarding similar cover-up incidents aboard five vessels, including the *Nordic Prince*. The *New York Times* ran a front-page story in January describing how Royal Caribbean repeatedly had committed environmental crimes. Following the Los Angeles indictments, Royal Caribbean said it has admitted to the problem and taken measures to correct it.

Meanwhile, a Miami television station reported one of Royal Caribbean's ships, the *Enchantment of the Seas*, suffered an engine room explosion and fire March 11, three hours after sailing from St. Thomas. No one was injured in the incident. However, passengers leaving the ship in Miami told the television station they were scared and did not believe they were receiving all the information necessary during the incident.

USCG: Grain Company Violates Jones Act Agency Determines Tug Firms Are Under Japanese Control

The U.S. Coast Guard has suspended the operation of two tugboat companies sailing on the Mississippi River and its tributaries because the federal agency found the firms "did not meet the qualifications to engage in coastwise trade."

Following a two-year investigation, the Coast Guard stated MV One, LLC of Covington, La. and Paragon Marine Services, Inc. of St. Louis operated under the control of Consolidated Grain and Barge Co. (CGB), which is a Louisiana-based subsidiary of a Japanese federation of agriculture cooperatives known as Zen-Noh and a Japanese commodities trading company called Itochu Corp.

(In the May 1993 *Seafarers LOG*, Zen-Noh was listed as one

of several international agribusinesses working within the North American Export Grain Association to scuttle U.S. cargo preference laws.)

'Impermissible' Control

The agency found in a letter dated February 2 to the head of Paragon that "Consolidated has an impermissible controlling interest in Paragon," which owns one tugboat outright and operates 14 other vessels for MV One.

The investigation, requested by the family-owned Mt. Vernon Barge and Fleeting Service of Indiana, was conducted jointly by the Coast Guard and U.S. Maritime Administration.

It noted Consolidated at times had paid invoices from Mt. Vernon for services rendered to Paragon.

It revealed 25 percent of the Paragon's stock is owned by Consolidated.

The letter further stated, "Under a fleet operating agreement, Paragon is required to 'act at all times in the best interest of [Consolidated].'" The fleeting agreement requires Paragon to help maintain good customer relations between Consolidated and its customers. It further requires Paragon to consult with Consolidated concerning the number, identity and qualifications of persons Paragon plans to assign to certain positions; and requires Paragon to seek Consolidated approval before making any addition or improvement to Consolidated-owned equipment costing \$5,000 or more."

'Pervasive Presence'

The Coast Guard concluded that "the pervasive presence of CGB, Consolidated and Zen-Noh

Grain Corp. officers in the organizational structure of Paragon coupled with the strictures of the Consolidated/Paragon fleet operating agreement, including Consolidated's extraordinary control of hiring, spending and management decisions clearly demonstrate that Consolidated has an impermissible controlling interest in Paragon. That impermissible controlling interest requires a finding that Paragon does not meet the controlling interest criteria set forth in Section 2 for eligibility to operate vessels in the coastwise trade."

The "Section 2" referred to in the letter signed by Thomas L. Willis, director of the Coast Guard's National Vessel Documentation Center, concerns the standards required in the Jones Act to be declared an American company.

That provision finds "corporations wishing to document vessels in the coastwise trade must have 75 percent of its stock owned by U.S. citizens. Further, the president or CEO or its chairman of the board of directors must be U.S. citizens. However, even if these criteria are met, the corporation can still be found ineligible to document vessels if a controlling interest in the corporation is held by non-citizens. A non-citizen controlling interest determination can be made if it is found that citizens owning stock have a trust or fiduciary obligation in non-citizens, or if non-citizens, by any means, exercise control over the corporation."

(The Jones Act is the nation's freight cabotage law. Part of the Merchant Marine Act of 1920, it states cargo moved between two

Continued on page 9

House Passes Coast Guard Budget Bill Includes Tighter Runaway-Flag Controls, Plus Permanent Ban On New User Fees

With broad bipartisan support, the U.S. Coast Guard authorization for fiscal years 2000 and 2001 passed the U.S. House of Representatives by a margin of 424-7. Passage is expected shortly in the Senate.

The bill calls for \$3.8 billion in spending for FY 2000, increasing to \$4 billion in 2001 (excluding pension payments).

Last year, an SIU-supported measure calling for a three-year moratorium on new user fees levied against mariners or the marine industry passed with overwhelming support. Under the Coast Guard authorization bill, this moratorium on new fees would be made permanent.

Sentiment in Congress for this measure grew when legislators felt attempts were being made to skirt the ban and implement new fees which might disadvantage American maritime companies.

Also included in the bill is a measure originally

introduced in the Senate by Sen. Ron Wyden (D-Ore.) in response to the *New Carissa* disaster. This provision requires all vessels, foreign and domestic, to notify the Coast Guard at least 24 hours before entering U.S. territorial waters. The purpose is to give the Coast Guard sufficient time to check vessels' histories in order to bar substandard ships before they enter American waters.

Among the items that would have to be reported are the port of destination, time of entry into the territorial waters, and whether a vessel is carrying dangerous cargo or if any hazardous conditions exist aboard the ship. It also gives the Coast Guard the authority to direct the movements of a vessel in U.S. waters.

The provision, introduced in the House by Rep. Peter DeFazio (D-Ore.), responded to the concerns that the *New Carissa* sailed too close to shore during a gale, "a practice local pilots shun," noted Sen. Wyden.

SIU's Alaskan Recruitment Program Wins National Award

A unique joint initiative between the Seafarers International Union and Alaskan-area private industry councils won national recognition last month for its success in providing jobs for young people from the nation's northernmost state.

The National Association of Private Industry Councils (NAPIC) honored the SIU and the Anchorage/Matanuska-Susitna Private Industry Council for their work in training, then employing, Alaskans aboard U.S.-flag commercial vessels. The presentation took place March 1 in Washington, D.C. at NAPIC's annual forum.

Initiated in 1997 as a way to lower unemployment rates in Alaska, the program has attracted recruits from all over the state. It is strongly backed by Alaska's

congressional delegation — Sens. Ted Stevens (R) and Frank Murkowski (R) and Rep. Don Young (R) — and its governor, Tony Knowles (D).

The union and council were declared one of two distinguished honorees by the association. Only an Oregon-based training and employment venture ranked higher among the approximately 600 entries and took the top prize.

"This means a lot to all of us involved in the program," SIU Anchorage Representative Harold Holten said after receiving the Theodore E. Small Workforce Partnership Designated Honoree Award on behalf of the union.

"Everyone involved has worked hard to promote this in Alaska and make it work. We could not have done it without the backing of the SIU, the shipping

companies who sail into Alaska, the fine people at the private industry council and, of course, Senators Stevens and Murkowski, Congressman Young and Governor Knowles as well as their staffs."

"It is hard to believe how far we have come in less than two years," noted Lynn Taylor, job partnership training program director for the city of Anchorage. "When Harold and (SIU Assistant Vice President) Bob Hall first presented this to us, we couldn't believe what was available. We had never heard of these opportunities in the merchant marine."

Under the program, young men and women who meet the requirements to enter training at the Paul Hall Center's Lundeberg School of Seamanship are recruited by local government and job training officials. Holten works with these groups to screen the recruits and ensure they meet the qualifications required by the U.S. Coast Guard to hold a merchant mariner's document.

Once approved, they begin learning the skills needed to sail aboard U.S.-flag commercial vessels through the Paul Hall Center's three-phase unlicensed apprentice program.

The first phase takes place at the center, located in Piney Point, Md., where the students receive hands-on and classroom training to learn basic seamanship skills. This part takes 12-weeks.

Under Phase II, the Alaskan recruits work aboard a U.S.-flag vessel whose itinerary includes



Displaying the awards presented to the SIU and the Anchorage Private Industry Council for their work in recruiting young Alaskans to the U.S. merchant marine are SIU Representative Harold Holten (left) and Lynn Taylor from the city of Anchorage.



Unlicensed apprentice Mary Bado meets with SIU President Michael Sacco following the February membership meeting in Piney Point, Md.

Sea-Land Capt. Praises Apprentice for Work

A graduate of unlicensed apprentice class 576 continues to draw praise for her work aboard the *Sea-Land Innovator* during her second phase of training in the program.

In a letter sent to the Paul Hall Center's Lundeberg School, Master Brian S. McNamara saluted Mary Bado for her hard work and dedication to learning during her 90-day stint aboard the containership.

In his letter, McNamara said he recommended "Bado very highly to you in her desire to complete her studies at Piney Point and in getting her documents as an AB.

"Mary has sailed with me aboard the *Innovator* as an apprentice. While she has grown in stature, knowledge and experience in each department she has worked, she has excelled in the deck department. I have found her sober, industrious, competent and dependable in the performance of all duties assigned her. She is pleasant to everyone and is a very good shipmate.

"Mary is liked and respected by officers and crew alike for her sense of humor, high degree of integrity and demonstrated sense of loyalty to her shipmates. I am convinced Mary would make a superlative AB, and I would very much want to see her return to the *Innovator*. Her enthusiasm and energy are her strong points with which she can and will go far."

The *Seafarers LOG* published in its February 1999 issue a report from the *Innovator's* bosun, John E. Stout, on the progress Bado was making during her phase II training.

(The unlicensed apprentice program is divided into three parts. Phase I, taken at the Paul Hall Center, provides the basic introduction into seafaring, including safety, water survival and first aid training. Phase II allows the student to experience life in all three departments aboard an SIU-contracted deep sea vessel. The final phase returns the apprentice to the center for specialized training in the department that he or she plans to enter.)

Bado graduated from the unlicensed apprentice program earlier this year. She now sails as a GUDE aboard the *Pvt. Franklin J. Phillips*, operated by Maersk.

ports in their home state. They sail for 90 days to learn about life at sea by working in all three unlicensed departments.

Phase III training returns to the Paul Hall Center where the students receive department-specific training. Upon graduation, they are shipped out to their first job aboard a U.S.-flag commercial vessel.

The success of the Alaskan effort has spawned a similar project in Hawaii. Lundeberg School Vice President Don Nolan stated the facility is willing to work with other councils and groups around the country interested in finding good, dependable employment for their young people.

However, the Alaskan recruit-

ment initiative was not the only project noticed by NAPIC in its award. It commended the riding gang program for Alaskan residents implemented by the SIU and local Alaskan governments last year. Like the unlicensed apprentice recruitment effort, this also is an ongoing project that is training Last Frontier state residents to work aboard SIU-contracted vessels that dock in Alaska.

This program has caught the attention of Rep. Young who addressed the first class of riding gang recruits on their graduation day last summer in Anchorage, where their training took place (see the July 1998 *Seafarers LOG*).

32-Hour Radar/ARPA Course Approved

Upgraders are taking advantage of the Paul Hall Center's newly approved 32-hour automatic radar plotting aids (ARPA) class.

The United States Coast Guard on March 1 certified that the course meets the applicable requisites of the U.S. Code of Federal Regulations (CFR), as well as the International Maritime Organization (IMO) and the International Convention on Standards of Training, Certification and Watchkeeping for mariners (STCW).

In making that assessment, the agency evaluated both the course content and the school facilities.

Deep sea masters and mates as well as limited license holders doing coastwise work will be required to successfully complete a 32-hour ARPA course. In addition to inland masters and mates, the school anticipates that bosuns and license candidates will be the main enrollees in its newly approved course.

"The approval is super news for the school and the member-

ship," said J.C. Wiegman, assistant director of vocational education at the Paul Hall Center's Lundeberg School of Seamanship, located in Piney Point, Md. He added that the school is utilizing the most modern radar simulators.

The 32-hour class specifically satisfies the following requirements: 46 CFR 10.301-304, IMO resolution A.482 (XII) and STCW Code Sections A-1/12, B-1/12, A-II/1, and A-II/2.

Last year, the school completed a major upgrade of its radar equipment for use in simulator training. Five new state-of-the-art Furuno ARPA radars were installed in September. The modernization also utilizes the five Raytheon radars already housed at the facility.

The Furunos are outfitted with automatic radar plotting aids and electronic chart display (ECDS). The ECDS allow the center's Lundeberg School of Seamanship to acquire and display images and conditions of any and all ports worldwide.

Additionally, among other improvements, the new system adds real navigation aids including GPS and Loran-C along with features like precipitation clutter, search-and-rescue transponders (SARTS) and Racons.

The center's Raytheon radars are integrated with the newer items as well as with new software. Seafarers upgrading at the school (in applicable courses) will have the chance to utilize a training vessel equipped with the newer radar, which has the same capabilities as those used in simulation.



Students at the Paul Hall Center utilize the school's modern radar equipment (also shown in top photo) as part of the recently approved 32-hour ARPA course.

Several upgrading courses have been added to the Paul Hall Center's schedule. See page 23.

Memories, Hope and Pride Beam from Newest Class of Recertified Stewards

It was a time for families, a time for legacies, a time to remember the past and a time to look toward the future.

It was March 8 – union meeting day in Piney Point, Md. and graduation day for the latest class of recertified stewards.

Fourteen galley gang members successfully completed the recertification course, the highest level of training offered by the Paul Hall Center's Lundeborg School of Seamanship for steward department members. During their five weeks of learning, the upgraders received hands-on training at the school's culinary lab, picked up the latest in sanitation methods, participated in computer training, and took refresher lessons in firefighting, safety and first aid. They also met with SIU President Michael Sacco and representatives from the union's contracts, welfare, government affairs, training, communications and vacation and pension funds departments.

Graduation day was the culmination of all that and more as each of the stewards described to their fellow Seafarers what it meant to them.

Pride Obvious

The pride felt by **George Vorise** was evident to all. He wore a tuxedo to the ceremony.

The Jacksonville, Fla. member then told those attending how proud he was to be a Seafarer and what it meant in terms of security, both financial and professional.

Sharing in the celebration of graduation day were the families of two members – **Joseph Laureta** and **Dien Short**.

The Laureta family sat in the front row of the auditorium after flying to Maryland from Hawaii. The 16-year union member informed everyone he was delighted to have his wife Tenie, son Troy and daughter Cheesa with him for this special day.

"These are the people I do it for," Laureta stated. "Our families are why we work hard and keep pushing so we can give them the best life possible."

Short, who sails from the port of Tacoma, noted his wife Maria was with him for the event. He



SIU Vice President Contracts Augie Tellez congratulates Tom Barrett upon graduating from the recertified steward program last month.

acknowledged how important upgrading has been in providing a better lifestyle for himself and his soon to be growing family.

Rich Heritage

Gina Lightfoot was introduced to the audience as "a legacy" by SIU Vice President Contracts Augie Tellez. Her father, Roan Lightfoot, served as an SIU official, including port agent in Paducah, Ky.

Lightfoot reflected on what the union has meant to her throughout her life. She told the unlicensed apprentices attending the meeting that she got her start at the Lundeborg School, with this graduation "being the culmination of 16 years of hard work." She offered herself as proof that "you can accomplish great things with the SIU."

Also recalling his beginning as a trainee in the Lundeborg School's old entry level program was **James Harris**. He addressed his remarks to the unlicensed apprentices urging them to work hard to learn a career.

To show how far they could go if they put their minds to it, Harris acknowledged a fellow Lundeborg School trainee who was in the class just before his and last month sat at the dais as a union vice president: **Kermett Mangram**.

Harris pointed out he had

returned to the school four times for upgrading since 1978. "I always look forward to returning to Piney Point to upgrade my skills and see all the familiar faces."

Another member who got his start from a union training school was **Lovell McElroy Sr.**

Unlike Lightfoot and Harris, his first lessons came from the old Marine Cooks and Stewards facility in Santa Rosa, Calif. shortly before that union merged with the SIU Atlantic, Gulf, Lakes and Inland Waters District.

He told his fellow Seafarers about jobs that used to abound on passenger ships which provided young people with an entry point into the profession. He said he was happy to hear work was under way to build new U.S.-flag passenger ships that will offer many new jobs to SIU members.

"I've learned that the SIU and its officers still continue as their primary focus to make sure Seafarers maintain the jobs they already have while providing new and better ones to take us into the next century," said the 24-year member who sails from Mobile.

Looking Ahead

With an eye to the past, other graduates spoke about the future.

Colleen Mast talked about her start aboard the American Hawaii Cruise ships and how she wanted to move up the ladder. Like McElroy, she was excited to



Through teamwork, all things are possible as Miguel Pabon (left) and Dana Zuls show off a fried rice dish they created during training.

hear about the new ships and new jobs soon to be available to Seafarers.

Mast called on the unlicensed apprentices to follow her lead to upgrade as often as possible to ensure these jobs are filled by the best trained mariners. "I recommend upgrading and getting endorsements every chance you get because it definitely improves your chances of shipping out," noted the Wilmington, Calif.-based member.

Her comments were echoed by another steward from the Southern California port, **Tom Barrett**.

A graduate of Lundeborg School Class 307, Barrett added, "It is good to move up in your field, and you can always learn more."

Daniel Maxie looked directly at the unlicensed apprentices and reminded them they are the future of the SIU. He urged them to learn all they could, work with their shipmates when at sea and upgrade as often as possible.

Another member from Wilmington centered his remarks on the future of the union and his fellow Seafarers.

Dana Zuls, who began sailing 23 years ago in St. Louis, called on those at the meeting to continue upgrading. Zuls noted he has sailed inland and Great Lakes as well as deep sea and found his five trips to the Lundeborg School helped him in his career. "Upgrading will make you better informed and make being a crew member easier."

Zuls found the sanitation and computer skills courses to be beneficial and he particularly praised Chef Romeo Lupinacci for his "guidance, friendship and delicious soups which he made and shared his recipes with me."

Thanks to School

Others in the group also spoke highly of their time at the school.

Frank Martin, who sails from Jacksonville, stated his appreciation for the refresher classes in baking skills taught by Chef Allan Sherwin, director of culinary education. He said he saw many changes in the school since he first upgraded in 1987.

"I feel the changes in the steward department program have improved a great deal in recent years in comparison with my first upgrading experience. As with any education process, an individual will gain from that course by only whatever amount of effort he is willing to put forth," Martin said.

Attending the school for the first time was **Philip Paquette** from the port of Norfolk, Va.

He pointed out the firefighting course and its instructors as highlights of his training.

In particular, he singled out **Anthony Hammett**, who teaches the firefighting course. "The SIU should be proud to have such a



Families play an important role in the lives of Seafarers. Being recognized during the recertified steward graduation ceremony are (from the left) Cheesa, Troy and Tenie Laureta who came from Hawaii to be with Joseph and (on the right) Maria Short who traveled from Washington state with her husband Dien.



Teamwork is what this lesson in the culinary lab is all about as Lovell McElroy (left) and Gina Lightfoot (right) work with Chef Allan Sherwin.

Continued on page 8

Another 'Millennium Bug' In 30 Years?

Common Fix for Y2K Glitch May Not Last

It's called the millennium bug, but the dreaded Y2K computer glitch may resurface a lot sooner than 1,000 years from now.

A recent article by the Associated Press cites numerous

computer experts who assert that the method most widely used to combat Year 2000 failure only will work for about 30 years at most.

"The temporary fix, using a

sophisticated twist of logic to fool computers, is highly controversial because it's intended to work for only a few decades," reported AP writer Ted Bridis in mid-March. "One expert describes computers already fixed with the technique as 'little ticking time bombs waiting to go off.'"

The technique is known as windowing, and it reportedly is being used in more than three-fourths of "repaired" computers worldwide. It is a cheaper and faster — albeit less stable — fix

than the permanent repair, known as expansion.

Industry representatives from business and government who are quoted in the AP article scoffed at windowing, likening it to a Band-Aid, compromise or side-stepping of the problem. Some accused programmers and supervisors of settling for the relatively quick fix because, one way or another, they probably won't be around in their current jobs to face the eventual consequences.

One private consultant told Bridis, "We'll replace this in 20 years, but isn't that exactly the same thing we said back in the 1960s?"

No matter how it is approached, the Y2K issue is costly. For example, the U.S. federal government is spending billions of dollars on the Y2K issue, with some agencies embracing the windowing technique while others eschew it.

Meanwhile, a newly issued U.S. Senate report on Y2K warns of potential trade disruptions at the end of the year and tags the maritime industry as lagging in preparedness. Released last month, the 160-page report also notes the potential difficulties that loom when companies or governments try to share information after December 31, pointing out that non-compliant systems may corrupt compliant ones.

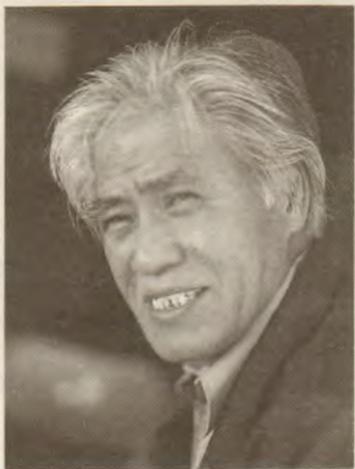
San Francisco's 'Tom Tom' Succumbs to Heart Attack

Retired San Francisco Patrolman Kwong Jin Hom, known to almost all as "Tom Tom," suffered a fatal heart attack January 23. He was 75.

After the native of China served in the U.S. Navy from 1943 to 1946, he joined the Marine Cooks and Stewards. He worked primarily as a waiter and head waiter aboard American President Lines and Matson vessels before coming ashore in 1966 as a dispatcher in the San Francisco hall.

Hom continued working behind the counter when the MC&S merged with the SIU Atlantic, Gulf, Lakes and Inland Waters District in 1978. His familiar face greeted members and their families until he retired in 1994.

"Tom Tom was liked by everyone," noted retired SIU Vice



Kwong Jin Hom

President West Coast George McCartney. "He was an institution in the San Francisco hall and will be missed by all."

Hom's remains were cremated and scattered at sea.

Film Maker Kubrick Dies Produced SIU Documentary in 1953

Film maker Stanley Kubrick passed away March 7. Although famous to many for his works "2001: A Space Odyssey," "Dr. Strangelove," and "A Clockwork Orange," one of Kubrick's first films was made for the SIU.

Titled "The Seafarers," the 1953 production was put together at the request of Paul Hall, who at that time was the head of the SIU.

The union used the black-and-white documentary to show mariners who worked aboard non-union vessels what life in the SIU was like. The union was involved in many organizing drives in the early '50s. Some seamen had their lives threatened if they were seen entering a union hall or associating with someone representing organized labor.

Hall thought a film could be run in meeting rooms and other places to show the value of belonging to the SIU. He hired Kubrick, who was just beginning his film career after being a photographer for *Look* magazine. The movie proved to be a highly successful organizing tool.

"The Seafarers" uses many of the film techniques and images associated with Kubrick in his feature movies. Copies of the "The Seafarers" are available for viewing at the Paul Hall Library and Maritime Museum at the Harry Lundeberg School of Seamanship in Piney Point, Md.

Stewards Graduate

Continued from page 7

quality instructor and person on its staff."

Gerald Hyman, who has upgraded nine different times in his 18-year career, summed it up for all when he said, "Study hard and keep on trying."

The other member of the graduating class, Miguel Pabon, had to ship out prior to being recognized at the meeting.



New Recertified Steward George Vorise shows what graduation meant to him by wearing his tuxedo to the ceremony.

Soderman Crew Passes with Flying Colors



The SIU-crewed *USNS Soderman* recently passed a mandatory audit that is part of the International Safety Management Code (ISM). Pictured above, commemorating the favorable review aboard the converted roll-on/roll-off vessel in Norfolk, Va. are (from left) AB Kevin Newsome, AB Freddie Viniegra, Captain Mike Burke, Chief Engineer Peter Sederquist, SA Lolita Bon, Chief Cook Tim Taylor, QMED Alan Nelson, AB Brock Booker, Bosun Klaus "Whitey" Tankersley, AB Martin Josephson, Wiper Al Greene and Wiper Domiciano Nonato.



Servicing a rigid inflatable boat are (left to right) Bosun Whitey Tankersley, QMED Alan Nelson and Third Assistant Engineer Brendan Doherty.



Working on deck during a brisk afternoon while the vessel is docked in Norfolk, Va. are ABs Kevin Newsome (left) and William Martin.



SA Elida Miguel and Chief Cook Tim Taylor help ready lunch on the 907-foot ship.



AB Freddie Viniegra helps keep the vessel, part of MSC's prepositioning fleet, looking good.

Sea-Land Crusader Earns Annual Safety Award



Displaying the trophy earned by the *Sea-Land Crusader* crew for its outstanding safety record in 1998 are (from left) DEU Luis Perez, AB Angel Passapera, Bosun Roberto Diaz, Chief Steward Joe Emidy, Chief Cook Josue Iglesia and AB Roy Payne.



Aboard the *Sea-Land Crusader*, Bosun Roberto Diaz (right) and Captain Dan Murphy reflect the crew's pride in winning a safety award.



ABs Angel Passapera (left) and Roy Payne share in the excitement as the vessel win's Sea-Land's annual safety award.

SIU members sailing aboard the *Sea-Land Crusader* in 1998 did their part to help the vessel earn the company's prestigious "Best in Fleet Safety Award."

The ship was notified of the award in February.

Criteria for judging the winner included zero lost-time injuries; clear demonstration of what Sea-Land describes as "a proactive and aggressive" safety program; full compliance with company policies, including participation in an International Safety Management Code (ISM) audit; an improved safety record from the previous year; and more.

After finding out the *Crusader* had won, Captain Dan Murphy had commended the entire crew for its efforts. "Although safety training has always been a priority on this vessel, increased time and effort was spent reinforcing safe work practices," he noted. "All hands pulled together to watch out for each other."

Murphy also credited "strong shoreide support" from Sea-Land as a big factor in the vessel's excellent safety record.



Pictured aboard the *Sea-Land* ship during a voyage late last year are SA George Koulouris (left) and DEU Francisco Torres.

Ruling Says Company Violated Jones Act

Continued from page 5

domestic ports must be carried aboard U.S.-owned, U.S.-built and U.S.-crewed vessels.)

Foreign Control Evidence

Regarding the vessels owned by MV One and operated by Paragon, the Coast Guard (in a January 13 report and released publicly as part of a related court case) stated "evidence shows that foreign-owned companies exert control over the members of MV One."

The basis for this statement came from a review of documents that two of the individuals who organized MV One had approved who could be owners of the company. Along with one other person, these two individuals are the managers of MV One. The records further revealed the two received no money from MV One but were paid by CGB Enterprises and Zen-Noh Grain. Additionally,

22 percent of MV One stock is owned by Paragon.

The Coast Guard noted each manager is a U.S. citizen, as required by the Jones Act. Yet, it added that under the laws of Louisiana a company set up like MV One is "not to be treated like a corporation."

The federal agency concluded "enough evidence has been obtained to show that it appears more likely than not that Paragon Marine Services is indirectly controlled by CGB Enterprises, Inc. — a corporation that does not meet citizenship requirements for the purposes of obtaining coastwise endorsements.

"Therefore, under 46 CFR 67.31, Paragon fails to meet stock interest requirements because non-citizens, namely CGB Enterprises, Inc. and its parents, Zen-Noh and Itochu Corp., exercise control over Paragon Marine Services, Inc. As a result, all members of MV One LLC are not

citizens of the U.S. for the purpose of obtaining coastwise endorsements on the certificates of documentation of its vessels.

"Therefore, vessels owned by MV One are ineligible for documentation with endorsements for the coastwise trade. Likewise, the vessel owned by Paragon is ineligible for documentation with a coastwise endorsement."

MV One appealed the decision, but it was turned down by a panel of judges from the U.S. Fifth Circuit Court of Appeals on March 5. The company's vessels then were tied up.

This is not the first time Consolidated has come up against the Jones Act. Following purchase of the company by the Japanese concerns in the late 1980s, Consolidated sold its barge fleet in April 1990 after a litigation from a competitor who argued the company was violating the freight cabotage law.

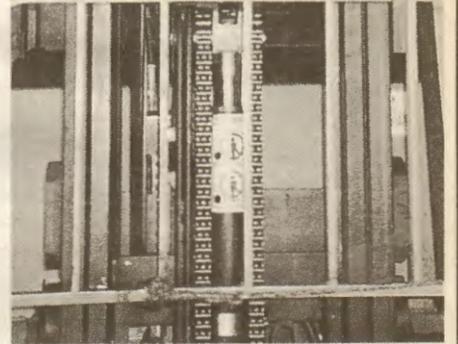
Crewing Cape Ships In Carolina



Wilmington, N.C. is the home port for two SIU-crewed Ready Reserve Force vessels, the *Cape Lambert* and *Cape Lobos*. Among the Seafarers forming part of the reduced operating status crews on the U.S. military support ships are (left photo, from left) Chief Steward Robert Maiello and GUDE Tracy Maiello on the *Cape Lobos*; (middle photo) Bosun John Konetes, GUDE Ed English and QMED Christopher Benzenberg on the *Cape Lambert*; and (right) Bosun Thomas Grosskurth and QEE Thomas Stead aboard the *Cape Lobos*.



The SIU-crewed *USNS Bob Hope* is a two-year-old roll-on/roll-off ship built for U.S. military support missions. It was delivered to the U.S. Military Sealift Command last November, following sea trials. During a recent stop in Norfolk, Va., Seafarers welcomed aboard a photographer from the *Seafarers LOG*.



AB Brian Morris

With Seafarers Aboard the USNS Bob Hope



Bosun T.C. Oneyear



Chief Steward Javier "Deli" Delosreyes



SA Kevin Lynn



Chief Cook Cliff Simril



OMU John Flavin



DEU Louis Champa



From left: SA Jarvis Bell, OS Louis Green



AB Stephen Martin



From left: AB Anthony Pacely, OS Louis Green, OS Denetrica Brooks

Red Circle Crews Approve Contract

Seafarers who sail aboard offshore vessels operated by Red Circle recently approved, by unanimous vote, a new three-year contract.

The agreement calls for wage increases, with corresponding increases in overtime and penalty rates. The pact also stipulates an increase in company contributions for medical benefits.

Red Circle operates three offshore boats with numerous large barges that are covered by the contract. The tugs are the *Gail B.*, *Theresa F.* and *Allison C.* The *Gail B.* primarily transports grain from Florida to Puerto Rico, while the other two usually carry phosphorous (used in fertilizer) from New Orleans to Tampa, Fla.



Helping shift the barge *Martha B.* to a tank full of grain is AB David House in Cataño, P.R.



AB Roy Rhodes receives timely instructions via radio for shifting a Red Circle barge.



Among those who will benefit from the new contract is AB/Cook Leon Lemoine.



Chief Cook Walter Wise intently prepares a delicious lunch aboard the Red Circle tugboat *Gail B.*



A 15-year member of the SIU, AB John Gaylor stands by to operate the winch.

'Desert Fox' Doesn't Preclude Great Holiday Meals on Yano

Seafarers aboard the *USNS Yano* spent the holidays supporting U.S. troops engaged in Operation Desert Fox – the bombing and missile raids against Iraq.

The way Recertified Steward Gualberto Mirador saw it, such a vital mission need not prevent *Yano's* military and civilian crew members from enjoying generous holiday menus on Thanksgiving, Christmas and New Year's Day.

"I believe the meals help boost morale and help the overall atmosphere aboard the ship," said the longtime SIU member in a recent letter to the *Seafarers LOG*.

Mirador and his fellow steward department members – including Chief Cook Mark Dyer and SAs Ernest Brinkley, Rodolfo Moreira and Amin Zain – put out delicious assortments on the holidays, though not at the expense of good nutrition. As pointed out by Mirador, who graduated from the Paul Hall Center's steward recertification program

last August, healthful menus at sea nowadays are emphasized like never before, thanks to increased dietary education.

Along those lines, the *Yano's* holiday meals included plenty of delightfully arranged fruits and vegetables, including celery sticks, carrots, radishes, beets, green beans, broccoli, corn on the cob, pineapples, pears and more. Also featured on the menus were shrimp cocktail, steamed rice, crab pasta salad, candied sweet potato, dinner rolls, roasted turkey, baked glazed ham, prime rib and other selections. For dessert, crew members chose among assorted cakes, pies and cookies.

Mirador, who has sailed aboard numerous SIU-crewed military support vessels, reported that the *Yano* crew members "were very appreciative of the food. They're a great crew, and I must say this is the nicest ship I've ever been on."

The *Yano* is a roll-on/roll-off ship nearly 900 feet long.



Succulent desserts were part of the holiday fare aboard the *USNS Yano*, noted Recertified Steward Gualberto Mirador.



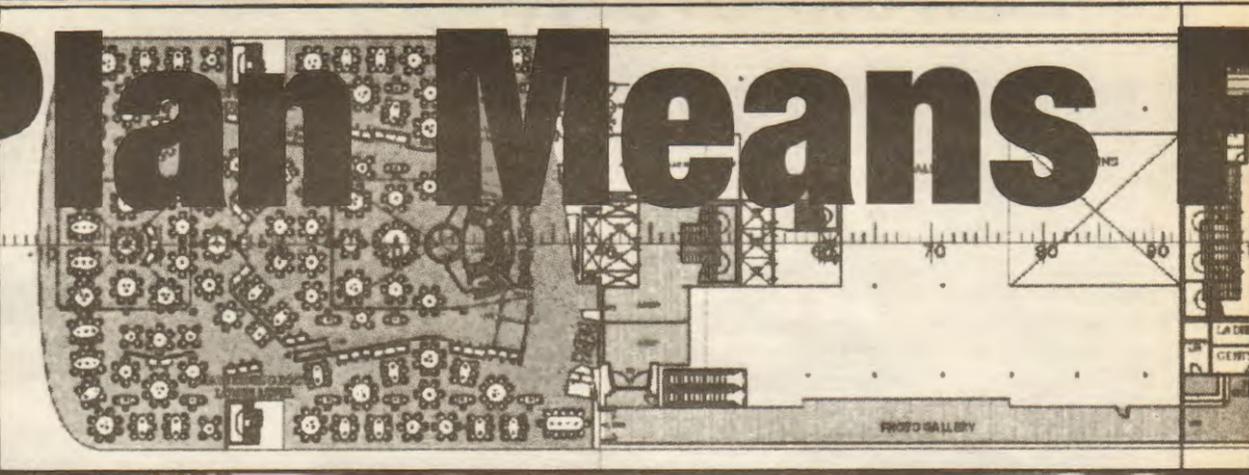
From left, SA Ernest Brinkley, Recertified Steward Gualberto Mirador and Chief Cook Mark Dyer help keep the *USNS Yano's* galley smoothly operating during Operation Desert Fox.



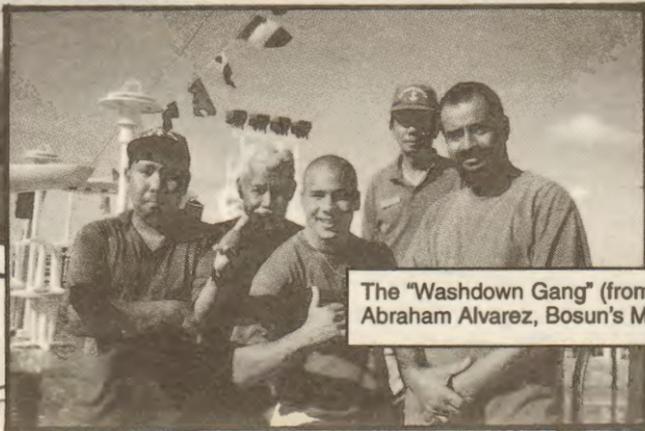
Chief Cook Mark Dyer serves dessert to ABs D. Roach and M. Ramos.

Bold Plan Means

Bosun Tom Lester



AMERICAN HAWAII CRUISE SHIP MODEL, DISPLAYED IN U.S. CAPITOL



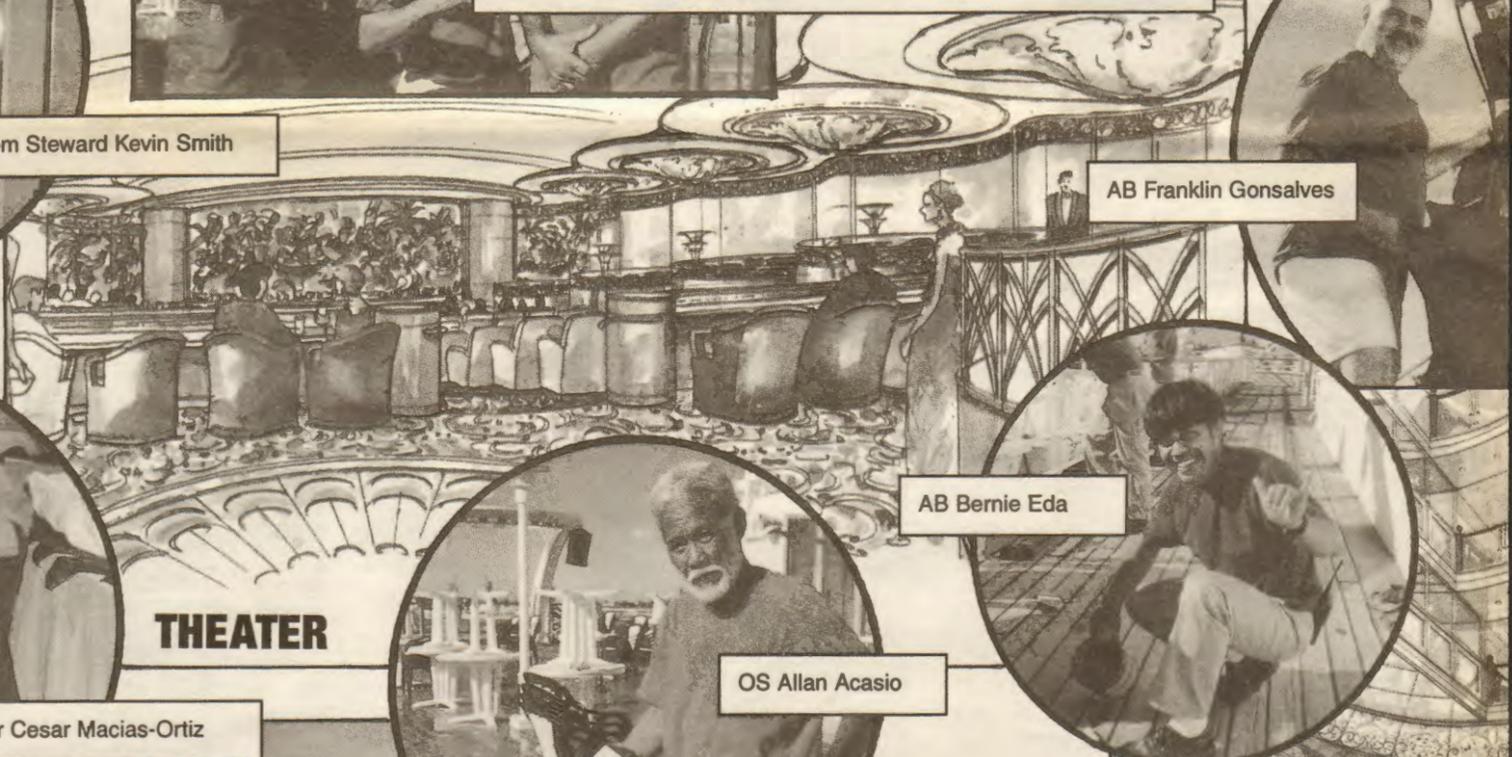
The "Washdown Gang" (from left): OSs Victorino Labrilla, Allan Acasio, Abraham Alvarez, Bosun's Mate Honesto Roces and OS Mosaed Musa



Room Steward Kevin Smith



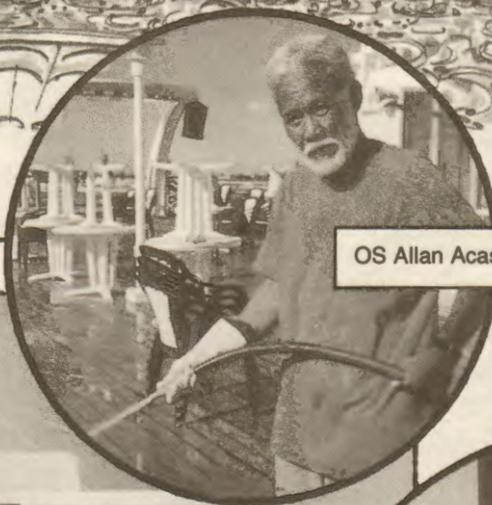
AB Franklin Gonsalves



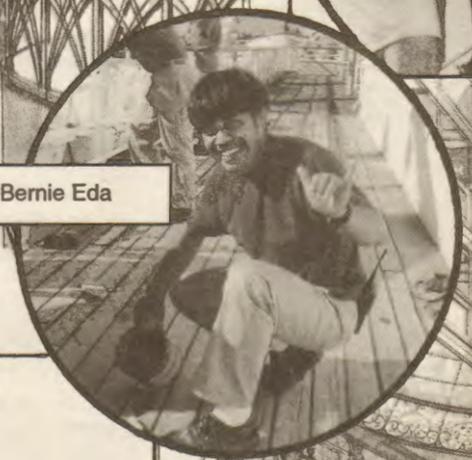
THEATER



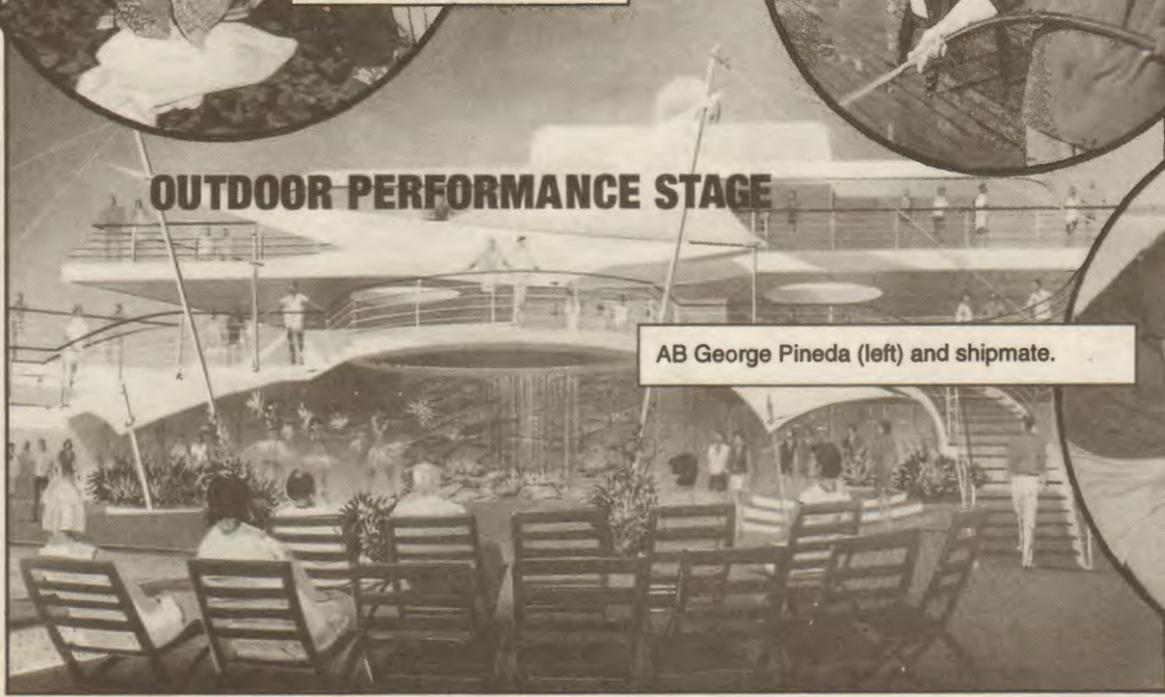
Porter Cesar Macias-Ortiz



OS Allan Acasio



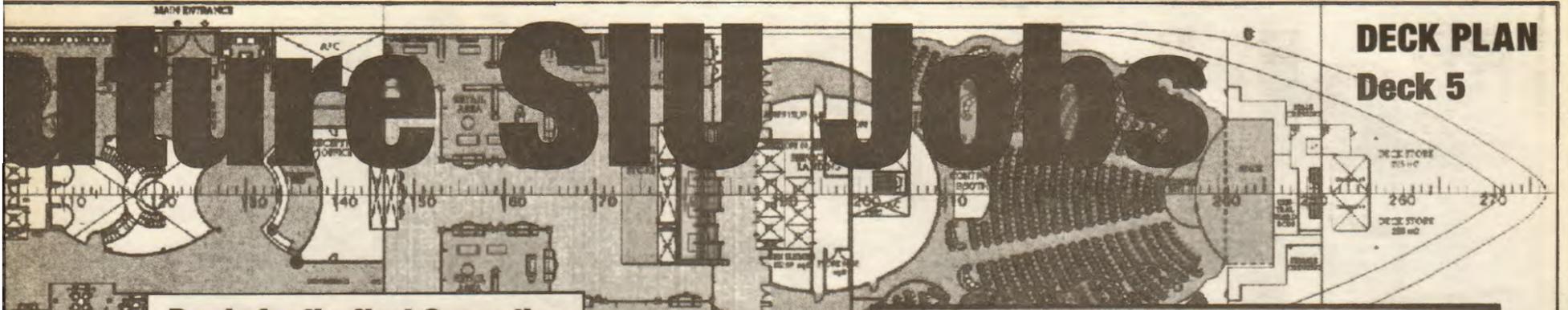
AB Bernie Eda



OUTDOOR PERFORMANCE STAGE



AB George Pineda (left) and shipmate.



**DECK PLAN
Deck 5**

Future SIU Jobs

Ready for the Next Generation

While Seafarers continue to perform their jobs aboard the *SS Independence*, construction soon will start on the next generation of U.S.-flag cruise ships.

Artists' conceptions of what the new vessels will look like appear on these pages.

American Classic Voyages, the parent company for SIU-contracted American Hawaii Cruises, plans to have the first ship in service in the Hawaiian Islands trade by the year 2003.

The vessels will be 840 feet long with a 105-foot beam. The draft will be just over 26 feet. The gross tonnage is expected to be 72,000. The top speed for the ships will be 22 knots.

The estimated crew size for these bottoms is 650 people apiece.

As designed, each vessel will have 950 cabins to accommodate approximately 1,900 passengers. Each will feature an 840-seat theater, a 590-seat cabaret, a 1,060-seat dining room, a four-deck atrium and 85,850 square feet of open deck space.

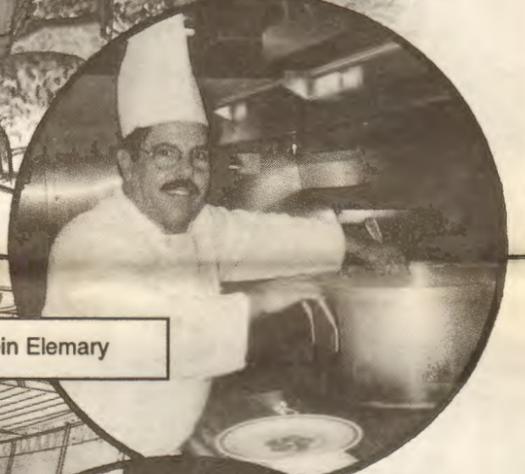
Seafarers, like those pictured here aboard the *Independence*, continue to express how much they look forward to these ships joining the U.S.-flag fleet. The *Seafarers LOG* will provide construction updates as the work progresses.



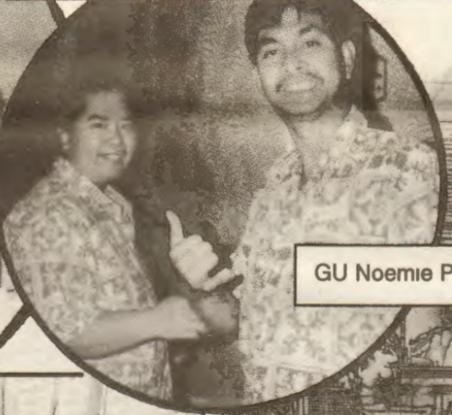
SIU Port Agent Neil Dietz (left) with members Frank Iverson and Brandy O'Hara



Room Steward Holly Kear



Chief Cook Hussein Elemary



GU Noemie Pascual (left) and Room Steward Napolean Nazareno



Storekeeper Joey Canlas (left) and Wiper Pete Amor



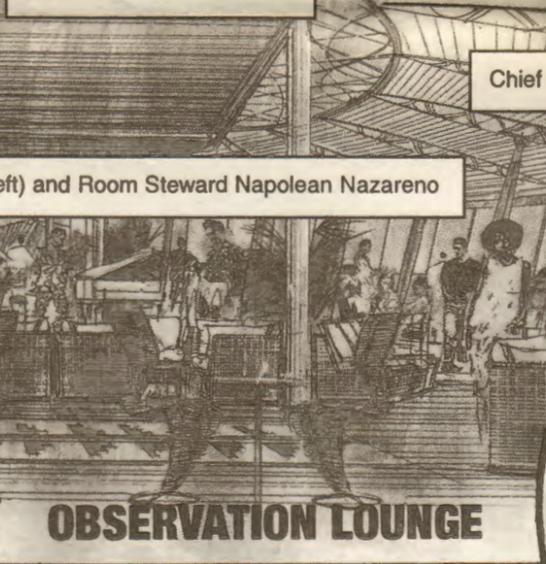
Room Steward Lisa Christiansen



Reefer Maintenance Joel Pfister, Electrician Paul Su, Joiner Dave Horton, DEU Ahmed Musa, Fitter Henry Cacal



ATRIUM



OBSERVATION LOUNGE

CABARET



MAIN POOL DECK



Piney Point is Where it's At!

There are a number of milestones in every calendar year. We already have celebrated the beginning of 1999, watched as the two best football teams squared off in the Super Bowl, shown affection to our loved ones on Valentines Day and paid our taxes by the 15th of this month. The next step is thinking about where to spend our summer vacation.

There are so many possibilities. Do I want to relax, go fishing, start an exercise program? Do I want to do something educational, sightsee, spend quality time with the kids or grandchildren?

For many people, the decision on where to spend a few days or weeks of vacation can be problematic. But Seafarers are lucky. They have the Paul Hall Center for Maritime Training and Education in Piney Point, Md., which each summer, is made available for vacationing SIU members and their families.

Just a short drive from Washington, D.C. and all that our nation's capital has to offer, the center is the perfect location from which to base a summer vacation. Everything a family with diverse interests could ask for is close by.

Without even leaving the gates of the campus—located on 65 acres in Southern Maryland at the confluence of the Potomac River and St. George's Creek—there is so much to take advantage of at Piney Point. The facility provides a health spa, tennis courts, olympic-size swimming pool, sailboats and miles of beautiful landscape for peaceful walks or picnics. Comfortable accommodations and three meals a day are extra bonuses.

Nearby, in historic southern Maryland, are many famous landmarks and other attractions where one may be entertained by seafood festivals, arts and crafts exhibits, antique shows, country auctions and acres of unspoiled parkland.

And for those who wish to venture even further, Washington, D.C., Baltimore and Alexandria, Va. are short distances away, offering many historic and educational sights that every member of the family can enjoy.

A vacation stay at the Lundeberg School is limited to two weeks per family. So think about it now, talk it over with your family and secure your reservation by clipping the coupon below and mailing it to the Seafarers Training and Recreation Center at Piney Point.

UNION MEMBER VACATION RATES

A vacation stay at the Lundeberg School is limited to two weeks per family.

Member	\$40.00/day
Spouse	10.00/day
Child	10.00/day

Note: There is no charge for children 11 years of age or younger. The prices listed above include all meals.

SEAFARERS TRAINING & RECREATION CENTER

Vacation Reservation Information

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 a maximum of two weeks)

Date of departure: _____

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

4/99

Dispatchers' Report for Deep Sea

FEBRUARY 16 — MARCH 15, 1999

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
DECK DEPARTMENT										
New York	40	18	9	25	6	2	14	52	31	16
Philadelphia	3	2	1	3	2	0	1	5	3	3
Baltimore	1	2	2	8	4	2	1	5	7	3
Norfolk	16	16	12	12	8	10	4	23	19	13
Mobile	14	5	5	8	2	2	2	17	9	3
New Orleans	18	10	3	11	10	3	1	37	12	8
Jacksonville	29	10	8	22	15	7	17	62	15	9
San Francisco	30	10	2	29	5	1	7	43	22	3
Wilmington	29	14	9	22	4	5	8	48	23	17
Tacoma	32	10	2	22	4	2	5	56	18	2
Puerto Rico	10	6	5	6	2	2	3	19	4	5
Honolulu	5	6	1	7	6	3	2	9	16	3
Houston	15	11	8	11	6	4	3	43	20	7
St. Louis	3	0	2	2	1	3	1	2	1	1
Piney Point	3	10	1	2	4	0	1	3	9	2
Algonac	0	0	0	1	0	0	0	0	1	0
Totals	248	130	70	191	79	46	70	424	210	95
ENGINE DEPARTMENT										
New York	11	10	5	11	8	2	4	26	14	4
Philadelphia	1	6	1	0	1	0	0	2	7	1
Baltimore	1	4	2	3	2	2	3	3	6	3
Norfolk	5	11	4	3	6	2	0	10	10	3
Mobile	10	4	1	4	0	0	1	19	7	1
New Orleans	3	9	3	5	8	0	3	11	6	6
Jacksonville	17	17	4	15	12	3	6	26	23	4
San Francisco	12	4	4	7	4	1	5	17	11	3
Wilmington	14	8	2	6	5	1	5	17	17	3
Tacoma	15	2	3	13	3	1	3	23	6	3
Puerto Rico	2	2	0	4	1	0	1	5	6	1
Honolulu	5	4	3	3	5	0	1	11	8	5
Houston	14	9	4	7	4	2	3	26	12	6
St. Louis	0	1	1	1	0	1	1	1	2	0
Piney Point	1	5	5	1	3	2	0	1	3	5
Algonac	0	1	0	0	1	0	1	0	0	0
Totals	111	97	42	83	63	17	37	198	138	48
STEWARD DEPARTMENT										
New York	13	10	1	13	6	0	9	14	11	1
Philadelphia	3	1	0	1	1	0	0	3	1	0
Baltimore	0	2	0	1	2	0	1	3	2	0
Norfolk	10	8	4	7	6	0	5	11	12	6
Mobile	8	2	1	2	1	2	0	10	3	1
New Orleans	6	6	0	7	6	0	3	9	14	2
Jacksonville	18	4	2	6	5	2	9	35	5	8
San Francisco	26	5	0	22	2	0	6	37	8	0
Wilmington	18	5	3	8	3	0	3	31	7	5
Tacoma	21	1	0	13	0	0	6	36	2	0
Puerto Rico	2	2	0	0	2	0	2	3	3	0
Honolulu	10	4	7	5	2	4	6	21	9	11
Houston	8	0	1	8	1	1	4	23	3	1
St. Louis	1	0	0	0	0	0	0	1	0	0
Piney Point	2	5	0	1	4	0	2	6	5	0
Algonac	0	0	0	0	1	0	0	0	0	0
Totals	146	55	19	109	42	9	56	243	85	35
ENTRY DEPARTMENT										
New York	3	44	16	2	11	8	0	8	58	34
Philadelphia	0	2	2	0	0	0	0	0	4	5
Baltimore	1	2	0	1	2	1	0	0	3	1
Norfolk	2	16	8	1	6	3	0	4	25	17
Mobile	1	8	2	1	1	0	0	0	15	3
New Orleans	4	8	7	1	8	6	0	8	12	8
Jacksonville	5	14	10	4	11	9	0	7	24	19
San Francisco	3	13	1	2	10	0	0	9	25	3
Wilmington	4	13	9	4	2	1	0	12	20	14
Tacoma	8	10	2	3	4	2	0	15	22	4
Puerto Rico	3	1	3	0	2	1	0	5	1	8
Honolulu	7	21	65	4	17	39	0	8	39	95
Houston	2	13	9	1	5	0	0	5	19	15
St. Louis	0	1	1	0	0	1	0	0	2	0
Piney Point	0	21	10	0	15	17	0	0	13	14
Algonac	1	0	0	1	0	0	0	0	0	1
Totals	44	187	145	25	94	88	0	81	282	241
Totals All Departments	549	469	276	408	278	160	163	946	715	419

*"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.

May & June 1999 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney PointMonday: May 3, June 7
AlgonacFriday: May 7, June 11
BaltimoreThursday: May 6, June 10
DuluthWednesday: May 12, June 16
HonoluluFriday: May 14, June 18
HoustonMonday: May 10, June 14
JacksonvilleThursday: May 6, June 10
Jersey CityWednesday: May 19, June 23
MobileWednesday: May 12, June 16
New BedfordTuesday: May 18, June 22
New OrleansTuesday: May 11, June 15
New YorkTuesday: May 4, June 8
NorfolkThursday: May 6, June 10
PhiladelphiaWednesday: May 5, June 9
San FranciscoThursday: May 13, June 17
San JuanThursday: May 6, June 10
St. LouisFriday: May 14, June 18
TacomaFriday: May 21, June 25
WilmingtonMonday: May 17, June 21

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

Personals

ALLAN GREENWOOD

Please contact Edith Greenwood at (941) 433-3069 or via email at meeshasma@webtv.net.

WILLIAM JAWORSKI

Anyone with information concerning the whereabouts of William Jaworski, please contact his cousin Michele LeVan at (302) 836-3239.

LOOKING FOR LIBERTY LIFEBOAT

Retired SIU member George R. Canaday, currently the director of the U.S. Merchant Marine Museum in Anderson, Indiana is seeking a World War II Liberty ship steel hull lifeboat, manufactured by Globe American Corp. of Kokomo, Indiana. Anyone with useful information in this endeavor may reach Brother Canaday at 1230 Jackson St., Anderson, IN 46016, telephone (765) 643-6305, fax (765) 643-2301.

JACK UTZ

Jack Utz would like to hear from retired SIU members via email. He can be reached at Ariang@theramp.net.

BBQ Helps Crew Celebrate Holiday



The Maj. Stephen W. Pless was in Malaga, Spain during a recent holiday. To celebrate, the captain and crew aboard the Waterman Steamship Line vessel held a cookout aboard ship and invited some of the local citizens. "A good time was had by all."

Seafarers International Union Directory

Michael Sacco
President

John Fay
Executive Vice President

David Heindel
Secretary-Treasurer

Augustin Tellez
Vice President Contracts

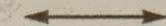
Jack Caffey
Vice President Atlantic Coast

Byron Kelley
Vice President Lakes and Inland Waters

Dean Corgey
Vice President Gulf Coast

Nicholas J. Marrone
Vice President West Coast

Kermett Mangram
Vice President Government Services



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

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

ANCHORAGE
721 Sesame St., #1C
Anchorage, AK 99503
(907) 561-4988

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
(757) 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 16 1/2
Santurce, PR 00907
(787) 721-4033

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

TACOMA
3411 South Union Ave.
Tacoma, WA 98409
(253) 272-7774

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

Dispatchers' Report for Great Lakes

FEBRUARY 13 — MARCH 12, 1999

CL — Company/Lakes L — Lakes NP — Non Priority

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
Algonac	0	30	4	0	1	1	0	29	3
Port	DECK DEPARTMENT								
Algonac	0	15	2	0	5	1	0	10	1
Port	ENGINE DEPARTMENT								
Algonac	0	7	3	0	1	0	0	6	3
Port	STEWARD DEPARTMENT								
Algonac	0	18	19	0	0	2	0	18	17
Port	ENTRY DEPARTMENT								
Totals All Depts	0	70	28	0	7	4	0	63	24

**"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

FEBRUARY 16 — MARCH 15, 1999

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	1	2	4	0	1	4	2	3	17
Lakes, Inland Waters	43	0	0	2	0	0	41	0	0
West Coast	1	0	1	9	0	1	9	0	17
Totals	45	2	5	11	1	5	52	3	34
Region	DECK DEPARTMENT								
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	1	0	1	1	0	1	0	0	4
Lakes, Inland Waters	16	0	0	0	0	0	16	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	17	0	1	1	0	1	16	0	4
Region	ENGINE DEPARTMENT								
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	0	0	0	0	0	0	0
Lakes, Inland Waters	19	0	0	1	0	0	18	0	0
West Coast	0	0	1	0	0	0	0	0	4
Totals	19	0	1	1	0	0	18	0	4
Region	STEWARD DEPARTMENT								
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	0	0	0	0	0	0	0
Lakes, Inland Waters	19	0	0	1	0	0	18	0	0
West Coast	0	0	1	0	0	0	0	0	4
Totals	19	0	1	1	0	0	18	0	4
Totals All Depts	81	2	7	13	1	6	86	3	42

**"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.

PIC-FROM-THE-PAST



This photo, sent to the *Seafarers LOG* by Pensioner George A. Burke of Brooklyn, N.Y. was taken in early 1952 aboard the Bull Lines steamship *Kathryn*. The vessel had just made a special stop in Norfolk, Va. to pick up the governor of Puerto Rico, Don Luis Munoz Marin, (standing directly behind life ring on right) and his family after meeting with President Harry Truman and the U.S. Congress. Brother Burke is pictured in a white cap, standing behind the governor. Now 71, he joined the SIU in 1946 in the port of New York and graduated from the bosun recertification program in 1974. He retired January 1, 1993.

If anyone has a vintage union-related photograph he or she would like to share with the *LOG* readership, it should be sent to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746. Photographs will be returned, if so requested.



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 Seafarers joining the ranks of pensioners this month are three recertified bosuns and one recertified steward. Representing more than 125 years of active union membership, Recertified Bosuns **Christos D. Florous**, **Stanley J. Jandora** and **Howard C. Knox** and Recertified Steward **Yen M. Huey** graduated from the highest level of training in the deck and steward departments, respectively, at the Lundeberg School in Piney Point, Md.

Including the three recertified graduates, 11 of those signing off shipped in the deep sea division, six sailed the inland waterways, one plied the Great Lakes and two sailed in the Atlantic Fishermen's division.

Eleven of the retirees sailed in the deck department, while five worked in the engine department and four were members of the steward department.

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

DEEP SEA



NASAR ALFAQIH, 65, began sailing with the Seafarers in 1967 from the port of San Francisco. Born in

Arabia, he sailed in the steward department and upgraded his skills at the Lundeberg School in Piney Point, Md. Prior to his retirement, he signed off the *Sea-Land Innovator*. Brother Alfaqih makes his home in Wilmington, Calif.

THOMAS E. CORRELL, 63, started his career with the SIU in 1953 in the port of New York, sailing aboard the *Antinous*, operated by Waterman Steamship Corp. Brother Correll sailed as deck/engine/utility and signed off the *Sea-Land Crusader*. A native of New York, he calls Brooklyn home.



CHRISTOS D. FLOROUS, 65, joined the Seafarers in 1968, sailing aboard the *Transwestern*, operated by

Hudson Waterways. Born in Greece, he sailed in the deck department and upgraded frequently at the Lundeberg School, where he graduated from the bosun recertification program in 1981. Prior to his retirement, Brother Florous signed off the *Falcon Leader*, operated by Seahawk Management. He has retired to Astoria, N.Y.

YEN M. HUEY, 63, graduated from the Marine Cooks & Stewards (MC&S) training school in Santa Rosa Calif. in 1969 and joined the MC&S in the port of San Francisco, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). The steward department member upgraded his skills at the Lundeberg School and graduated from the steward recertification program in 1990. Brother Huey last sailed aboard the *President Truman*, operated by American Ship Management. Born in China, he calls San Francisco home.



STANLEY J. JANDORA, 81, first sailed with the SIU in 1944 in the port of New York. His first ship was the *Arthur L. Perry*, operated by Calmar Steamship Corp. A native of New Jersey, he sailed in the deck department and upgraded his skills at the Lundeberg School, where he graduated from the bosun recertification program in 1973. Brother Jandora last sailed aboard the *Wilson*, operated by Wilson Shipping. During his career he was active in union organizing drives. From 1932 to 1936, he served in the U.S. Marine Corp. Brother Jandora makes his home in Colts Neck, N.J.



HOWARD C. KNOX, 64, started his career with the Seafarers in 1964 in the port of New York, aboard the *Northwestern Victory*. Born in Jamaica, he sailed in the deck department and upgraded his skills at the Lundeberg School, where he graduated from the bosun recertification program in 1981. Brother Knox last sailed aboard the *Sea-Land Consumer*. He has retired to Mt. Vernon, N.Y.



JOSEPH J. MOLL JR., 60, graduated from the Andrew Furuseth Training School in 1964 and joined the SIU in the port of New Orleans. Brother Moll worked in the deck department, last sailing aboard the *Robert E. Lee*, operated by Waterman Steamship Corp. A native of Florida, he makes his home in Destin.



ARMANDO MONCADA, 65, began sailing with the Seafarers in 1969 from the port of New Orleans. During his career, he sailed in all three departments: deck, engine and steward and

upgraded his skills at the Lundeberg School. Born in Honduras, Brother Moncada makes his home in New Orleans.



THOMAS J. MURPHY, 65, first sailed with the SIU in 1980 in the port of Honolulu. A native of Illinois, he sailed in the steward department and upgraded his skills at the Lundeberg School. Brother Murphy last sailed in 1995, aboard the *Long Lines* operated by Transoceanic Cable Ship Co. From 1955 to 1958, he served in the U.S. Marine Corps. He makes his home in Pearl City, Hawaii.

HOOKER G. PRICE, 65, joined the Seafarers in 1961 in the port of Norfolk, Va. Born in North Carolina, he worked in the deck department, last sailing aboard the *Sam Houston*, operated by Waterman Steamship Corp. Brother Price has retired to Chesapeake, Va.



CLEMENTE ROCHA JR., 62, graduated from the Andrew Furuseth Training School in 1963 and joined the SIU in the port of Houston. The Texas native sailed in the deck department and upgraded his skills at the Lundeberg School. Prior to his retirement, he signed off the *Sea-Land Hawaii*. From 1955 to 1957, he served in the U.S. Navy. Brother Rocha makes his home in San Antonio, Texas.

INLAND

GERARD H. FREBURGER, 61, started his career with the Seafarers in 1963 in the port of Baltimore. A native of Maryland, he worked in the engine department, last sailing as a chief engineer. During his career, he was active in union organizing drives. From 1958 to 1962, he served in the U.S. Navy. Boatman Freburger last sailed aboard a McAllister Towing Co. vessel. He makes his home in Street, Md.



JOHN W. GREENWAY, JR., 65, joined the SIU in 1976 in the port of Norfolk, Va. Born in North Carolina, he started out in the steward department and later

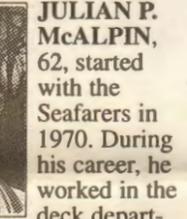


transferred to the deck department. Boatman Greenway upgraded his skills at the Lundeberg School and graduated from the towboat operator program in 1979. From 1953 to 1955, he served in the U.S. Army. He last sailed in 1995 aboard the *Sea Robin*, operated by Crowley Towing and Transportation. He has retired to Oriental, N.C.

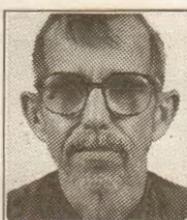
DONALD J. GREGORY, 63, began sailing with the Seafarers in 1975 after a 20-year career with the U.S. Coast Guard. Born in Massachusetts, he worked in the engine department, last sailing in 1989 aboard a Moran Towing Co. vessel. Boatman Gregory makes his home in Forest Hill, Md.



JULIAN P. McALPIN, 62, started with the Seafarers in 1970. During his career, he worked in the deck department, last sailing as a captain. The Tennessee native last sailed in 1993 aboard the *Apollo*, operated by Sabine Transportation Co. Boatman McAlpin calls Cortland, Miss. home.



KIRBY K. NELSON JR., 61, began sailing with the SIU in 1980 after a 20-year career with the U.S. Army. The Georgia native started out in the steward department and later transferred to the deck department. During his career, he upgraded his skills at the Lundeberg School. Prior to his retirement, he signed off a Crowley Towing and Transportation vessel. Boatman Nelson makes his home in Savannah, Ga.



JOSE A. NUNEZ, 65, joined the Seafarers in 1986 in the port of San Francisco, sailing aboard the *USNS Hess*, operated by LSC Marine, Inc. Starting out in the deep sea division, he later transferred to inland vessels. Born in Uruguay, he worked in the steward department, last sailing aboard a Crowley Towing & Transportation vessel. Boatman Nunez has retired to Luquillo, P.R.

GREAT LAKES

PERRY E. WILLIS, 65, joined the Seafarers in 1973 in the port of Detroit. Born in West Virginia, he worked as a wheelsman, last sailing in 1989 aboard the *Paul Thayer*, operated by Pringle Transit Co. From 1951 to 1955, he served in the U.S. Army. Brother Willis makes his home in Rainelle, W.Va.



ATLANTIC FISHERMEN



MICHAEL SPINOLA, 57, joined the Atlantic Fishermen's Union in 1967 in the port of Boston, before it merged with the AGLIWD in 1981. A native of Massachusetts, he worked as an engineer, last sailing aboard the *St. Mary*. From 1961 to 1964, he served in the U.S. Army. Brother Spinola calls Gloucester, Mass. home.

THOMAS J. SPINOLA, 61, started his career with the Atlantic Fishermen's Union in 1967 in the port of Boston, before it merged with the AGLIWD in 1981. During his career, he sailed in all three departments. Prior to his retirement, Brother Spinola last sailed aboard the *St. Mary* as a member of the engine department. A native of Massachusetts, he makes his home in Gloucester.



Final Departures

DEEP SEA

ALFRED J. AUSTIN



Alfred J. Austin, 57, passed away January 21. Brother Austin started his SIU career in 1972 in the port of Detroit, sailing aboard the car ferry *Viking*, operated by Ann Arbor Railroad Company. The New York native later transferred to deep sea vessels. He sailed in the deck department and upgraded his skills at the Lundeberg School in Piney Point, Md. Brother Austin was a resident of Brooklyn, N.Y.

ROSCOE BATTLE

Pensioner Roscoe Battle, 73, died December 18, 1998. A native of New York, he graduated from the Marine Cooks and Stewards (MC&S) training school in 1963, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Battle, a resident of Hayward, Calif., began receiving his pension in April 1984. He served in the U.S. Marine Corps during World War II and again during the Korean Conflict, from 1942 to 1946 and from 1952 to 1953, respectively.

EDMUND C. BURKE

Pensioner Edmund C. Burke, 85, passed away January 29. He started his career with the MC&S in 1957 in the port of Seattle, before that union merged with the SIU's AGLIWD. Brother Burke retired in January 1976.

ANDRES C. CASTELO

Pensioner Andres C. Castelo, 80, passed away January 23. Born in the Philippines, he began sailing with the Seafarers in 1948 from the port of New York. During his career, he sailed as a member of the engine department and was active in union organizing drives. A resident of Brooklyn, N.Y., Brother Castelo began receiving his pension in May 1980.

FELIX COSME

Pensioner Felix Cosme, 83, died January 16. Brother Cosme joined the MC&S in 1952 in the port of San Francisco, before that union merged with the SIU's AGLIWD. A native of Puerto Rico and a resident of Oakland, Calif., he retired in February 1966.

SAM GREGUREV

Pensioner Sam Gregurev, 87, passed away December 15, 1998. He started his career with the MC&S in 1946 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Born in Yugoslavia, he began receiving his pension in August 1970. Brother Gregurev was a resident of San Francisco.

EVALD KAMM



Pensioner Evald Kamm, 87, died January 29. Born in Estonia, he joined the Seafarers in 1950 in the port of New York. Brother Kamm sailed in the deck department and upgraded his skills at the Lundeberg School. During his career, he was active in union organizing drives. A resident of Astoria, N.Y., he retired in December 1976.

FRANK KEPROSKY

Pensioner Frank Keprosky, 83, passed away January 19. A native of

Pennsylvania, he joined the MC&S in 1957, before that union merged with the SIU's AGLIWD. Brother Keprosky resided in Anaheim, Calif. and retired in October 1974.

GERALD R. KIDD



Pensioner Gerald R. Kidd, 60, died February 7. Born in Virginia, he graduated from the Andrew Furuseth Training School in 1961 and

joined the Seafarers in the port of Baltimore. He sailed in the deck department and upgraded at the Lundeberg School, where he graduated from the bosun recertification program in 1976. Prior to his retirement in January 1999, he signed off the *Guayama*, operated by NPR, Inc. Brother Kidd was a resident of Baltimore.

TOMMY T. KUTEI



Tommy T. Kutei, 60, passed away February 12. Brother Kutei began his SIU career in 1983 from the port of Honolulu, sailing aboard the

SS Independence, operated by American Hawaii Cruises. Born in Palau in the Pacific Islands, he sailed in the steward department and upgraded his skills at the Lundeberg School. He was a resident of Honolulu.

HENRY LYNCH

Pensioner Henry Lynch, 81, died December 11, 1998. He joined the MC&S in 1956 in the port of Seattle, before that union merged with the SIU's AGLIWD. A native of Louisiana, Brother Lynch began receiving his pension in November 1973.

CHARLES E. MICHAELS



Charles E. Michaels, 81, passed away November 11, 1998. Brother Michaels started his sailing career with the Seafarers in 1960 in the

port of Jacksonville, Fla. The Florida native sailed in the engine department and upgraded at the Lundeberg School. A veteran of World War II, he served in the U.S. Navy from 1938 to 1945.

CLIFFORD L. NICKERSON



Pensioner Clifford L. Nickerson, 95, died January 28. Born in Louisiana, he began his SIU career in 1947 from the port of New Orleans.

Brother Nickerson sailed in the steward department and began receiving his pension in February 1970. He was a resident of McComb, Miss.

EDSEL W. SHOLAR



Pensioner Edsel W. Sholar, 68, passed away December 16, 1998. A native of North Carolina, he began sailing with the SIU in 1969 from the

port of New York. Brother Sholar sailed in the engine department and upgraded his skills at the Lundeberg School. From 1954 to 1956, he served in the U.S. Air Force. A resident of Asheboro, N.C., he started receiving his pension in March 1997.

HENRY A. SIMMONS



Pensioner Henry A. Simmons, 71, died January 1. Brother Simmons joined the Seafarers in 1951 in the port of New York. A native of South

Carolina, he sailed in the steward department as a chief cook and retired in August 1989. He was a resident of Pineville, S.C.

CYRIL A. SPENCE



Cyril A. Spence, 61, passed away July 13, 1998. He started his career with the SIU in 1977 in the port of New York. The New York native

sailed in the steward department and upgraded at the Lundeberg School, where he graduated from the steward recertification program in 1989. Brother Spence was a resident of Bronx, N.Y.

GABRIEL THOMPSON



Pensioner Gabriel Thompson, 78, passed away January 22. Born in Massachusetts, he joined the MC&S in 1963 in the port of

Seattle, before that union merged with the SIU's AGLIWD. The galley gang member upgraded his skills at the Lundeberg School and retired in February 1991. Brother Thompson was a resident of Seattle.

DARRELL TOUCHSTONE



Pensioner Darrell Touchstone, 40, died December 30, 1998. A native of Florida, he graduated from the Lundeberg School's entry

level training program in 1977 and joined the Seafarers in the port of Piney Point, Md. He sailed in the steward department and upgraded at the Lundeberg School, where he graduated from the steward recertification program in 1991. A resident of Pensacola, Fla., he began receiving his pension in September 1997.

PEDRO A. VIRUET



Pensioner Pedro A. Viruet, 83, passed away November 6, 1998. He started his career with the SIU in 1943 in the port of New York. A

native of Puerto Rico, he sailed in the steward department. During his career, he was active in union organizing drives. Brother Viruet retired in June 1970. He was a resident of Arecibo, P.R.

ROBERT W. WALKER

Robert W. Walker, 57, died on February 1. Brother Walker joined



the Seafarers in 1973 in the port of Norfolk, Va. Born in Virginia and a resident of Norfolk, he sailed as a member of the steward department.

INLAND

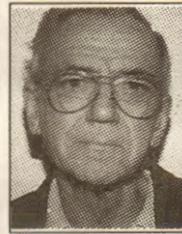
LEWIS J. ALBERTSON



Pensioner Lewis J. Albertson, 77, passed away December 7, 1998. A native of North Carolina, he joined the Seafarers in 1968 in the port

of Norfolk, Va. Boatman Albertson started out in the deck department and later transferred to the engine department. During World War II, he served in the U.S. Marine Corps from 1942 to 1945. A resident of Roanoke Rapids, N.C., he began receiving his pension in February 1988.

GERALD W. ANSELL



Pensioner Gerald W. Ansell, 67, died January 10. He began his career with the SIU in 1969 in the port of Norfolk, Va. Born in North Carolina, he

sailed in the deck department and upgraded at the Lundeberg School, where he graduated from the towboat operator program in 1973. Boatman Ansell started receiving his pension in April 1994. From 1949 to 1954, he served in the U.S. Coast Guard.

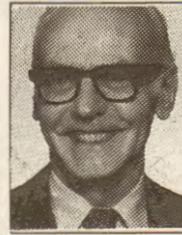
WILBUR N. AUSTIN



Pensioner Wilbur N. Austin, 68, passed away January 21. Boatman Austin joined the Seafarers in 1970 in the port of Norfolk, Va.,

after a 20-year career in the U.S. Coast Guard. The Virginia native sailed in the deck department and attended two educational conferences at the Lundeberg School. A resident of Wanchese, N.C., he retired in April 1995.

THOMAS M. BRESLIN



Pensioner Thomas M. Breslin, 86, died December 11, 1998. Born in Ireland, he started his career with the SIU in 1963 in the port of

Philadelphia. Boatman Breslin sailed in the steward department and retired in March 1982. He was a resident of Douglassville, Pa.

DOROTHY M. CRIPPS



Pensioner Dorothy M. Cripps, 73, passed away February 11. Sister Cripps joined the Seafarers in 1976 in the port of St. Louis. A

native of Missouri, she sailed in the steward department and began receiving her pension in November 1991. She made her home in Staunton, Ill.

ULZA J. DUPREE

Pensioner Ulza J. Dupree, 94, passed away December 27, 1998. He began his career with the Seafarers in Port Arthur, Texas. The Louisiana native sailed in the steward department, primarily aboard vessels operated by Sabine Towing & Transportation. A resident of Port Arthur, Boatman Dupree started receiving his pension in July 1969.

DWAYNE EMBREY

Dwayne Embrey, 61, died January 7. Boatman Embrey joined the SIU in 1974. During his career, he sailed in the deck and steward departments. In 1977, he attended an educational conference at the Lundeberg School. The Mississippi native served in the U.S. Marine Corps from 1954 to 1962. He was a resident of Belleville, Ill.

BILLY B. HOLCOMBE



Billy B. Holcombe, 60, passed away December 2, 1998. He began sailing with the Seafarers in 1955 from the port of Norfolk, Va. Boatman

Holcombe worked in the engine department, sailing primarily aboard vessels operated by Penn Maritime, Inc. A native of Alabama, he was a resident of Stockton.

EDWARD W. HULTZ



Pensioner Edward W. Hultz, 65, died December 25, 1998. A native of New Jersey, he started his career with the SIU in 1955 in the port of

Philadelphia. The deck department member upgraded to first class pilot at the Lundeberg School and attended an educational conference there in 1978. Prior to his retirement in April 1995, Boatman Hultz signed off the *Cape May*, operated by Coleman's Launch Service. From 1953 to 1955, he served in the U.S. Army. He was a resident of Mickleton, N.J.

BERNARD J. "BRUNO" IWANOWSKI



Pensioner Bernard J. "Bruno" Iwanowski, 81, passed away January 26. Boatman Iwanowski began his SIU career in 1961

in the port of Philadelphia. The Pennsylvania native sailed as a member of the steward department and started receiving his pension in November 1979. During World War II, he served in the U.S. Army from 1941 to 1945. He was a resident of Stevens Point, Wis.

CALVIN C. LASSITER



Pensioner Calvin C. Lassiter, 70, passed away January 9. Born in Arkansas, he joined the Seafarers in 1957 in the port of Houston.

Boatman Lassiter worked in the deck department, last sailing aboard a G&H Towing Co. vessel. A resident of Doucette, Texas, he began receiving his pension in April 1993.

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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.

HMI DYNACHEM (IUM), November 27 – Chairman **Paul Lucky**, Secretary **Ronald Tarantino**, Engine Delegate **Victor Quioto**, Steward Delegate **James Harris**. Crew stated it has not received reply from union concerning vacation pay withholding tax. Chairman reported that new SIU-contracted vessels are being crewed. Secretary reviewed a tax guide received from IRS. He told members about SIU crewing RRF vessels for government exercise that went well. Crew discussed importance of upgrading at Paul Hall Center's Lundeborg School. No beefs or disputed OT reported. Crew asked contracts department to look into reducing seetime to qualify for vacation and pension. Crew stated SIU medical cards should list benefits covered, thereby facilitating the processing of paperwork by health-care providers. New exercise equipment has been purchased. Crew discussed shipboard training segment for unlicensed apprentices from Lundeborg School.

GALVESTON BAY (Sea-Land Service), November 1 – Chairman **James E. Davis**, Secretary **Andrew Hagan**, Educational Director **Miguel Rivera**, Deck Delegate **Howard Blanks**, Engine Delegate **Jamal Jabila**, Steward Delegate **Kenneth Bethea**. Educational director encouraged crew to "better your skills and pay by upgrading in Piney Point." He urged members to donate to SPAD. No beefs or disputed OT reported. Crew read letter from SIU VP Contracts **Augie Tellez**, who was responding to earlier inquiry. Crew asked contracts department to consider reduction in required rotary seetime as well as time required to attain 'B' book. Crew discussed with patrolman an incident pertaining to removal of VCR from lounge. Crew gave vote of thanks to steward department and to DEU **A. Bruno** for "excellent job" on sanitary duties. Crew donated \$350 to Red Cross for disaster relief for Honduran and Nicaraguan victims of Hurricane Mitch. Next port: Boston.

GALVESTON BAY (Sea-Land Service), November 29 – Chairman **James E. Davis**, Secretary **Andrew Hagan**, Educational Director **Miguel Rivera**, Deck Delegate **Al Balactico**. Crew discussed "Know Your Rights" section published in each issue of *Seafarers LOG*. Crew discussed department jurisdiction. Crew thanked steward department for "wonderful" Thanksgiving meal.

GREAT LAND (TOTE), November 2 – Chairman **Jack Edwards**, Secretary **Muhamad Sani**, Educational Director **Michael Phillips**, Steward Delegate **Jioia DeLeon**. Crew discussed TRBs and which sections require sign-off. No beefs or disputed OT reported. Crew submitting request to contracts department regarding vacation checks. Crew discussed information received from U.S. Coast Guard concerning paperwork required for mariners' documents.

SEA-LAND LIBERATOR (Sea-Land Service), November 10 – Chairman **Joel Miller**, Secretary **G. Thomas**, Educational Director **E. Ford**. Crew asked contracts department for clarification regarding stand-by. Educational director reminded crew to renew documents on time and pay quarterly dues on time. Steward delegate discussed recent oil-spill containment drill. Crew thanked steward department for job well done.

SULPHUR ENTERPRISE (Sulphur Carriers), November 29 – Chairman **Marvin Zimbardo**, Secretary **Nee Tran**, Deck Delegate **Efstratios Zoubantis**, Engine Delegate **Roman Hill**, Steward Delegate **J. Thacker**. Chairman reminded crew to keep deck and gangway clean. He encouraged crew to read president's report in *Seafarers LOG*. Secretary reminded crew to clean rooms and leave clean linen for next crew. No beefs or disputed OT reported. Crew suggested that required time for vacation check be halved. Crew thanked steward department for Thanksgiving feast and overall job well done.

ITB BALTIMORE (Sheridan Transportation), December 6 – Chairman **Patrick Ray**, Secretary **Richard Worobey**. Crew asked contracts department for clarification on article in December *LOG* regarding dues vs. agency fees. No beefs or disputed OT reported. Crew expressed desire for greater flexibility in on-and-off schedules. Crew stated thicker coveralls are needed when working in colder climates. Crew identified need for improved communication between the union and company.

OVERSEAS VIVIAN (OSG Ship Management), December 21 – Chairman **Roberto Zepeda**, Secretary **F. T. DiCarlo Jr.**, Educational Director **Milton L. Israel**, Deck Delegate **Timothy J. Jackson**, Engine Delegate **Charles S. Demourelle**, Steward Delegate

Cesar A. Avila. Department delegates reported no beefs or disputed OT this trip. Suggestion made to contracts department to improve medical coverage for spouses and dependents of Seafarers and to supply medical coverage identification cards. Steward department given vote of thanks for job well done. Next port: Texas City, Texas.

MAJ. STEPHEN W. PLESS (Waterman Steamship), December 6 – Chairman **Robert E. Hagood**, Secretary **Douglas A. Hundshamer**, Educational Director **Adolfo E. Schultze**, Deck Delegate **William Kratsas**, Engine Delegate **R. Woods**, Steward Delegate **Nick Andrews**. Chairman expressed need for all crew members to file for training record books (TRBs) and informed them of need for TRB to register to ship out. Vessel due to arrive in Palma de Mallorca, Spain on December 7. Payoff to take place two days later. Relief crew will be on 10:00 launch. Those persons being relieved will debark on 12:00 launch with bus waiting to take them to hotel. Educational director reminded everyone of various courses available at Lundeborg School in Piney Point and stated all should take advantage of them. No beefs or disputed OT reported. President's Report in *Seafarers LOG* read and discussed and crew gave vote of thanks to SIU President **Mike Sacco** for fine job he is doing. Question raised as to why crew does not get ammo bonus and officers do. Chairman explained memorandum of understanding voids it from standard contract. Memorial Day barbecue/cookout held in Malaga, Spain. Local residents invited aboard to help celebrate. Thanks given to steward department for good meals, cleanliness and sanitation, especially Chief Cook **Nick Andrews**, **ACU Faith Downs**, **SA/Pantry Raford Nixon** and **SA/BR Tom Misko**.

PETERSBURG (Bay Ship Management), December 6 – Chairman **Eddie Hall**, Deck Delegate **Daniel Ticer Jr.**, Engine Delegate **Reginald Hunter**. Vessel completed training exercise with U.S. Navy in South Korea and returned to Guam. Chairman reminded crew to have officers sign TRBs where appropriate. No beefs or disputed OT reported. Crew asked contracts department for clarification about midnight curfew instituted by chief mate.

SEA FOX (Crowley), December 6 – Chairman **Robert Richer**, Secretary **Norman Cox**, Educational Director **Philip Brew**. No beefs or disputed OT reported. Crew requested copy of benefits available under SIU medical plan.

SEA-LAND ATLANTIC (Sea-Land Service), December 6 – Chairman **John Bertolino**, Secretary **Edward Porter**, Educational Director **Ralph Garner**. Crew received chairs for mess hall and crew lounge. Chairman thanked crew for pleasant voyage and announced payoff. No beefs or disputed OT reported. Crew thanked steward department for job well done and commended them for Thanksgiving dinner. Next port: Boston.

SEA-LAND ENTERPRISE (Sea-Land Service), December 1 – Chairman **Hayden W. Gifford**, Deck Delegate **Paul J. Limback**, Engine Delegate **Steve K. DuPré**. Chairman discussed need for crew members to have TRBs signed before end of year. Most already have had books signed by chief

mate. He noted crew very active in drills and safety meetings. Secretary stressed importance of upgrading skills at Paul Hall Center. Education director stated lots of ships crewing up, so everyone should be sure to have all documents up-to-date. No beefs or disputed OT reported. Clarification requested on wiper standing by for bunkers and cleaning of fuel

Cirafisi, Deck Delegate **Douglas A. Hodges**, Engine Delegate **Jorge R. Bonelli**. Chairman announced receipt of letters from union officials regarding vessel's organizational status. Educational director noted STCW course held aboard ship, supervised by Chief Engineer **Richard Ouelette** for benefit of crew and officers. He also reminded everyone that upgrading at

Last Shot of the Year on the Diamond Shoals



Following an end-of-the-year payoff in Houston, crew members aboard the *Diamond Shoals* gather for a group photo taken by OMU Angel Figueroa. They are (from left, front row) GVA Cecil Edwards, AB Cleveland West, OMU David Dehart, OMU William Young, (second row) CPU Alvin Burroughs, Recertified Steward Jose A. Rivera, Recertified Bosun Doyle Ellette, (third row) AB Tom Arriola, AB Matt Holley, Chief Cook Stephen Avallone, AB Ronald Davis and AB M.L. Jackson.

strainers. Stewards given thanks for maintaining spotless mess and decks and for making ship "a feeder." Next port: Tacoma, Wash.

SEA-LAND PRODUCER (Sea-Land Service), December 13 – Chairman **Joel Lechel**, Secretary **David Cunningham**, Educational Director **C.M. Devonish**. Ship headed to New Orleans then Mobile, Ala. for 35-day layup. Educational director reminded crew to acquire and utilize TRBs. No beefs or disputed OT reported. Crew asked contracts department to negotiate increased vacation time. Ship still needs another ice machine. Crew thanked steward department for great food and homemade baked goods. Bosun thanked entire crew for maintaining clean ship. Next port: New Orleans.

BLUE RIDGE (Crowley), January 2 – Chairman **A. Alwaseem**, Engine Delegate **David Davis Jr.**, Steward Delegate **Demont Edwards**. Chairman announced upcoming payoff in Houston. No beefs or disputed OT reported. Crew asked contracts department for clarification on rest period. Crew thanked steward department for holiday efforts and thanked church for Christmas presents for ship.

CLEVELAND (Sealift, Inc.), January 17 – Chairman **David Garoutte**, Secretary **Miguel Vinca**, Deck Delegate **Abubakar Idris**, Engine Delegate **William Blankenship**, Steward Delegate **Romalies Jones**. Chairman announced that upcoming voyage will include three ports in West Africa. He commended crew for good job cleaning cargo hold. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew gave vote of thanks to steward department for good meals and also praised GSU **Luis Rochez** for keeping mess hall clean. Crew sent photos and article to *Seafarers LOG*. Next port: Lake Charles, La.

EL YUNQUE (Sea Star), January 8 – Chairman **Charles O. Herrera**, Secretary **Manny Basas**, Educational Director **Joseph R.**

Lundeborg School is one way of securing jobs for future. Secretary asked crew members to return movies after watching or within 24 hours. He thanked all hands for helping keep recreation room and messhall clean. No beefs or disputed OT reported. Crew waiting for microwave oven. Suggestion made to look into pension being increased to keep up with cost of living. Vote of thanks given to Chief Steward **Basas** and the steward department for the great meals, especially those to celebrate Christmas and New Year's.

ROBERT E. LEE (Waterman), January 3 – Chairman **Ronald Charles**, Secretary **Miguel Pabon**, Educational Director **F. Quebedeaux**, Deck Delegate **Donald Hood**, Engine Delegate **Lawrence Craig**, Steward Delegate **Marco Guevara**. Chairman reminded crew to have officers sign TRBs where appropriate. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. New dryer needed for crew laundry room. Next port: Morehead City, N.C.

NEDLLOYD HOLLAND (Sea-Land Service), January 28 – Chairman **Paul Dornes**, Secretary **Pablo Alvarez**, Educational Director **Craig Niedzielski**. Chairman announced payoff scheduled for Jacksonville, Fla. Educational director reminded crew that he is available to discuss nutrition information. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew thanked steward department for job well done.

OVERSEAS JOYCE (OSG Ship Management), January 3 – Chairman **Richard Bradford**, Secretary **Paula Kaleikini**, Educational Director **Ernest Cox**, Deck Delegate **Joseph Allum**, Steward Delegate **Carmello De La Cruz**. Chairman noted those crew members not being relieved in Portland will remain on articles and not be paid off until it is their time to be relieved, or captain is

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Together Again



They had sailed together before and were happy to find themselves reunited aboard the *Diamond Shoals*. From the left are Second Mate **Joseph Angelillo**, Chief Mate **Kimberly Borges** and OMU **Angel Figueroa**.

Ships' Digests

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relieved, whichever occurs first. Educational director stressed the importance of upgrading skills at Paul Hall Center. No beefs or disputed OT reported. Bosun stated good job done by unlicensed apprentice this voyage. Oiler Cox complimented steward department on great food and service. Next port: Portland, Ore.

PETERSBURG (Bay Ship Management), January 17 – Chairman **Eddie Hall**, Secretary **Oscar Angeles**, Educational Director **John D'Alessandro**, Deck Delegate **Daniel Ticer**, Steward Delegate **Wendy Fearing**. Educational director encouraged crew to stay current in all requirements and training. No beefs or disputed OT reported. Crew discussed importance of keeping all shipboard areas in sanitary condition.

ITB PHILADELPHIA (Sheridan Transportation), January 17 – Chairman **Edwin Rivera**, Secretary **Robert Wilcox**, Educational Director **Rashawn Richardson**, Engine Delegate **Teki Williams**, Steward Delegate

Mohamed Hussien. Chairman reported smooth sailing with good crew and productive working relationship with officers. He noted captain has helped keep TRB system in order. Secretary echoed thanks regarding captain's willingness to work closely with SIU members in regard to TRBs. Secretary thanked crew for keeping common areas clean. No beefs or disputed OT reported. Next port: Elizabeth, N.J.

SEA-LAND EXPEDITION (Sea-Land Service), January 24 – Chairman **Norberto Prats**, Secretary **Edgar Vazquez**, Educational Director **Frank Berner**. Chairman announced upcoming payoff in Elizabeth, N.J. and reported smooth sailing. Educational director advised crew members to upgrade at Piney Point. No beefs or disputed OT reported. Crew noted letter from SIU President Michael Sacco and VP Augie Tellez was posted concerning affiliation of SIUNA and NMU. Crew said they are happy the ship has resumed its regular schedule. Next port: Elizabeth, N.J.

SEA-LAND HAWAII (Sea-Land Service), January 18 – Chairman **Billy Hill**, Secretary **Ed Winne**, Educational Director **Rex Bolin**.

Chairman said he feels privileged to work and sail with this crew. He reminded crew to assist unlicensed apprentices when they come aboard. He discussed affiliation of SIUNA and NMU. Educational director urged crew to take advantage of upgrading opportunities at Piney Point. No beefs or disputed OT reported. Crew asked contracts department to explore possibility of adjusting pension. Crew thanked steward department for cookout.

SEA-LAND INTEGRITY (Sea-Land Service), January 17 – Chairman **Calvin James**, Secretary **Stephanie Sizemore**, Educational Director **Chris Tsipliarels**, Steward Delegate **Thomas Milovich**. Chairman said crew should be present at sanitary cabin inspections or search. Secretary thanked deck and engine departments for helping maintain ship's house in good order. Educational director encouraged members to upgrade at Piney Point. No beefs or disputed OT reported. Bosun reminded crew that donations to seamen's mission in Boston are being accepted. He thanked them for Christmas gifts. Next port: Boston.

SEA-LAND RELIANCE (Sea-Land Service), January 17 –

Chairman **Dennis Brown**, Secretary **G. Sivley**, Educational Director **Steve Bigelow**, Steward Delegate **Reynaldo Telmo**. Chairman announced payoff in Tacoma, Wash. and thanked crew for smooth voyage. Educational director asked all crew members to upgrade at Paul Hall Center. No beefs or disputed OT reported. Crew received response letter from SIU Contracts VP Augie Tellez. Crew thanked steward department for job well done. Crew thanked **B. Padoan** for going ashore in Kaohsiung to buy movies. Next port: Tacoma, Wash.

LNG TAURUS (Pronav Ship Management), January 24 – Chairman **Daniel Marcus**,

Secretary **Glenn Williams**, Educational Director **Curtis Jackson**, Deck Delegate **John Ray**, Engine Delegate **Mark Freeman**, Steward Delegate **Brian McEleney**. Chairman thanked crew for pleasant tour. He discussed latest developments in Pronav's reflagging efforts. He reminded everyone to continue working safely. Secretary thanked crew for keeping lounge clean. Educational director encouraged members to upgrade at Paul Hall Center. Treasurer thanked **AB Harry Massa** for donation to ship's fund. No beefs or disputed OT reported. Crew read fax sent from union headquarters. Crew thanked steward department for job well done.

Final Departures

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JOHN W. MARSHALL



Pensioner **John W. Marshall**, 94, died October 18, 1998. He began sailing with the SIU in 1957 from the port of Baltimore. Boatman Marshall sailed as a captain and retired in March 1969. He was a resident of Cambridge, Md.

JOSEPH J. "PETE" PIETRAS



Pensioner **Joseph J. "Pete" Pietras**, 75, passed away January 14. Boatman Pietras joined the Seafarers in 1969 in the port of Baltimore. A native of Pennsylvania, he sailed in the steward department and began receiving his pension in November 1985. A veteran of World War II, the Korean Conflict and Vietnam, he served in the U.S. Coast Guard from 1941 to 1966. Boatman Pietras was a resident of Wanchese, N.C.

CLARK PETIT



Clark Petit, 36, passed away October 17, 1998. A native of Minnesota, he began sailing with the Seafarers in 1996 from the port of Algonac, Mich. He sailed in the deck department and upgraded his skills at the Lundeberg School. Boatman Petit was a resident of Rockford, Ill.

CLARENCE A. ROBISON

Pensioner **Clarence A. Robison**, 70, died January 17. A native of Mississippi, he joined the SIU in 1973 in the port of Mobile, Ala. Boatman Robison sailed as a chief engineer and began receiving his pension in July 1993. From 1952 to 1957, he served in the U.S. Army. He was a resident of Argyle, Fla.

JAMES E. STEWART



Pensioner **James E. Stewart**, 68, died January 14. Boatman Stewart started his career with the SIU in 1979 in the port of Jacksonville, Fla. Born in Maryland, he worked in the steward department, sailing primarily for NATCO. His first and last vessel, coincidentally, was the *Sugar*

Island. A resident of Yulee, Fla., he began receiving his pension in November 1997.

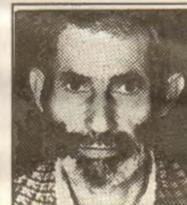
GREAT LAKES

LEO R. DZIESINSKI



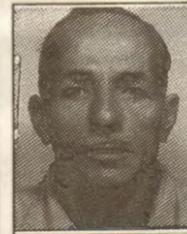
Pensioner **Leo R. Dziesinski**, 88, died January 28. He started his career with the SIU in 1964 in the port of Cleveland. A native of Michigan, he sailed in the deck department and retired in January 1978. Brother Dziesinski was a resident of Alpena, Mich.

ALI B. FITAHEY



Pensioner **Ali B. Fitahey**, 72, passed away October 16, 1998. Brother Fitahey joined the Seafarers in 1965 in the port of Detroit. Born in Arabia, he became a U.S. citizen and sailed as a member of the deck department. He began receiving his pension in November 1995.

HUNTER F. GRIMES



Pensioner **Hunter F. Grimes**, 92, died December 7, 1998. Born in Virginia, he started his career with the SIU in 1961 in the port of Buffalo, N.Y. Brother Grimes sailed in the deck department and started receiving his pension in July 1976. He made his home in Alexandria, N.Y.

STEPHEN J. HERMAN



Pensioner **Stephen J. Herman**, 79, passed away December 4, 1998. A native Pennsylvanian, he began sailing with the Seafarers in 1959. Brother Herman sailed in the deck department and retired in November 1984. During World War II, he served in the U.S. Army from 1942 to 1946. He was a resident of Miami Lakes, Fla.

ATLANTIC FISHERMEN

ENRICO V. STRESCINO

Pensioner **Enrico V. Strescino**, 81, died February 5. A native of Massachusetts, he began his career with the Atlantic Fishermen's Union in 1940 in the port of Boston, before it merged with the AGLIWD. Brother Strescino sailed in the deck department and retired in December 1980. A veteran of World War II, he served in the U.S. Navy from 1942 to 1945. He made his home in Gloucester, Mass.

Labor

CALENDAR

April



4 Martin Luther King, Jr. was assassinated in 1968 while helping striking sanitation workers in Memphis, Tenn.

12 Florence Reece, active in Harlan County, Ky. coal strikes and author of the famous labor song "Which Side Are You On," was born in 1900.

14 In 1939, John Steinbeck's *The Grapes of Wrath* was published. The novel of social protest dramatized the story of "Okies"—workers who migrated from Oklahoma's dust bowl to the groves of California—and experienced tremendous hardships and exploitation along the way.

15 A. Philip Randolph, an African-American and one of the most influential trade unionists in the U.S. labor movement, was born in 1889. The organizer and president of the Brotherhood of Sleeping Car Porters, an all-black union, Randolph said: "The essence of trade unionism is uplift. The labor movement traditionally has been the haven for the dispossessed, the

despised, the neglected, the downtrodden, and the poor."

20 In 1914, company gunmen attacked a tent colony of striking miners and their families in Colorado, setting it ablaze and killing 19 men, women and children in what is remembered as the Ludlow Massacre.

27 James Oppenheim's poem, "Bread and Roses," was published in *Industrial Solidarity* in 1946. "Our lives shall not be sweated/from birth until life closes/hearts starve as well as bodies; give us bread, but give us roses," the poem reads. It was penned after Oppenheim saw a sign held by young mill girls picketing in the 1912 strike against woolen companies in Lawrence, Mass.

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* every 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 have moved recently or feel that 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).

If you are getting more than one copy of the *LOG* delivered to you, if you have changed your address, or if your name or address is misprinted or incomplete, please fill out the form and send it to:

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

HOME ADDRESS FORM

4/99

(Please Print)

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.*

Letters to the Editor

(Editor's note: the Seafarers LOG reserves the right to edit letters for grammar as well as space provisions without changing the writer's intent. The LOG welcomes letters from members, pensioners, their families and shipmates and will publish them on a timely basis.)

Recollections from a Retired Captain

In the August 1998 edition of the LOG, I read about the passing of Adrian J. Janacek. I had the pleasure of having this fine sailor onboard the S/S Summit when we started the Aleutian Island Service for Sea-Land Service in 1972.

He was a man you could always count on, and he had a lot of great stories, too! One that stands out in my mind is when Sea-Land asked us to go into Balboa Bay, look around and take a few pictures, if possible, to determine if they would meet a fish processor there. I asked if anyone had a suitable camera. Adrian Janacek said that he did and would bring it to the bridge. I thought that he would have more than a baby Brownie, but was not ready for what he showed up with. Adrian came to the bridge with a large aluminum suitcase full of expensive, state-of-the-art camera equipment. He took some great photos, sent them on to marine operations, and they eventually did use Balboa Bay for a meeting place with the processors.

At this point, I would like to say that we had a very good crew on that vessel. Seems that the unusual nature of the service attracted very good people. . . .

In closing, I will share a little information about myself. Prior to obtaining my license in 1957, I sailed in the fo'c'sle as a permit man in the SUP. Also put in some time on a tuna clipper, the reason for joining the SIU Cannery Workers and Fishermen's Union of the Pacific. During this time, I sailed on several SIU ships, among them the *Raphael Semmes*, *Ponce de Leon*, and others that I can no longer recall the names of. It was during my time on SIU ships that I acquired a taste for grits, rebel pot roast and Waterman strawberries (stewed prunes).

I do appreciate receiving the *Seafarers LOG*.

Raymond P. Karlsvik
Raymond, Wash.

Report on Oil Transport Developments

Although I am no longer actively sailing, I still maintain an interest in the industry. Presently my occupation is as a contracted operator in Brazil.

It has recently been reported that in a shipment of crude oil by tanker, there is a slight reduction

in hydrogen sulfide content. One case study showed a depreciation to 85 percent of its initial starting concentration. Although corrosion does account for some consumption of the sulfide content, it is shown that the natural partitioning in the vessel and ventilation of the inert gas (IG anti-ignition blanket) acted as a means for the release of the hydrogen sulfide. These releases of the IG system have always been known to depreciate the volatile organic carbons, but until recently, it has not been researched as a carrier for other absorption gases.

A United Kingdom company and a Brazilian oil firm are developing an on-board processing plant to develop this discovery of hydrogen sulfide content depreciation. Without major modification to existing crude carriers, they predict that the on-board process can serve to reduce the hydrogen sulfide during sea transport. The removal of hydrogen sulfide ("sweetening the crude") from the cargo can add a value of anywhere from \$.50 to \$2.00 per barrel.

As seamen, we are interested in this development: it concerns the future and future development of seaborne transportation for petroleum products. Following is a review of how it will work.

By forcing circulation of the inert gas that is over the crude and circulating same to a regenerator, the scavenged hydrogen sulfide can be oxidized to sulfur. Since sulfur concentration is fractional in crude oil concentration and has no significant effect on product price, the sulfur can be returned to the cargo, thus eliminating any by-product or waste. Ensuring a closed system also will serve to control the volatile hydrocarbon loss that is inherent in the seaborne transport of petroleum products.

Those brothers and sisters of the SIU who are familiar with tankers will attest that since the initiation of Inert Gas and Vapor Recovery Systems, our contracted ships are already equipped with closed systems. The addition of a regenerator for hydrogen sulfide removal would be only a slight modification and, according to estimates, a three-week shuttle journey could generate a savings of \$412,000 at current oil prices.

This research is for existing tankage and for surface ventilation. If such a process were to be initiated from beneath the cargo, in essence "sparging" the product, it would be even more effective. This process can offer advantages over traditional methods and pipeline transmission. We may see this and other developments as time progresses for there is a future in maritime commerce, perhaps more than we can imagine.

Kudos to the SIU for encouraging their members to continue

their education. To be prepared for the challenge that lies ahead, upgrading at Piney Point is sound advice.

Albert T. Wheeler
Morgan City, La.

LOG Keeps Retiree Up to Date

I would like to thank you very much for my continuing subscription to your monthly *Seafarers LOG*.

I read your paper cover to cover, as I am still interested in all news that has to do with the Seafarers.

I especially appreciate the news that you place in your paper regarding the merchant marine in World War II, since I sailed merchant ships starting in May 1941 on the Great Lakes. I began sailing in the deep sea division in 1942 until June 1946.

Tony Dattalo
Jensen Beach, Fla.

Union Offers Opportunity

I joined the SIU in 1966 and retired in 1993.

To this day, I'm thankful for the opportunities I found through the union. I served the SIU well, and the SIU served me well.

Some people will complain no matter what. But in all my years with the SIU, I had a chance to earn a good living. That's not something to be taken for granted.

I just want to give credit where it's due.

Johnny Reb
Greenville, South Carolina

(Editor's note: Brother Reb, a.k.a. Revels Poovey, would like to hear from Seafarers with whom he sailed. He can be contacted at 100 East Pelham Rd., Greenville, SC 29615.

Good Help Found In San Francisco

I would like to bring to your attention two gentlemen union brothers from the port of San Francisco. Vincent Coss and Romeo Lumanlan are two of the nicest people I've known. Both of these union men have been encouraging, polite, helpful and professional.

Further, they always take time to help or assist a member in need. They are an asset to the members and the union, and I'm grateful for the encouragement and help they've given me.

I'm proud to be an A-book seaman in the SIU, and to work with men like these. With more than 30 years of shipping, from ordinary to bosun, I feel I'm a good judge of character. These union men are two of the best.

John Sokolik
Reno, Nevada

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.

Attention Seafarers:

Our flag at sea is good for America . . . and important to you.

Contribute to SPAD

Lundeberg School Graduating Classes



Unlicensed Apprentice Water Survival Class 586 — Graduating from unlicensed apprentice water survival class 586 are (from left) Alvin Clark, Paul Flores, Manuel Oliveras, Jeff Smith, Chad Warren, Erik Fowler, Ken Jones and Lisa Ruiz.



Unlimited Radar Observer — Upgraders successfully finishing the unlimited radar observer class on March 12 are (front row, from left) James McAtee, Chris Schleis, Robert Wobil, Daniel Crawford, Victor Frazier, Bernabe Pelington, (second row) Mike Mayo, Roman Kasparyan, Albert Austin Jr., Richard Dewitte, Stephen Swinton, Charley Darley, (third row) Mike Davis, Al Schmitt, Carlton Dorrance, Bill Bruce and Rhett Davis.



Welding—Marking their graduation from the welding course on March 19 are (left to right) Pati Taototo, Allen Newgen, Nathan Hollander, Charley Sheen, Gonzie Knott, James Forby and Buzzy Andrews (instructor).



Chief Cook—Recently completing the chief cook course are (from left) Kirk Bean, Doug Flynn, Helen Mitchell, John Hetmanski (instructor), Jose Constantino and Richard Jones.



Great Lakes Conveyorman—SIU members completing the Great Lakes conveyorman class on March 19 included Andrew Nowak, George "Robert" Keeley, Matt McNally, Jay Linx, Stever Habermehl, Michael Hayes, Guy Hemenger, Joel Markle and Norman Guild (instructor).



Advanced Firefighting—Seafarers graduating March 5 from the advanced firefighting course are (from left, front row) Paul Hennessey, James Moore, Jeff Petherbridge, Celina Ortega, (second row) Shelia Lewis, Lonnie Jones, Angel Perez, James Prado, John Smith (instructor), (third row) John Barnard, Alvin Smith, (fourth row) Earl Castan, Jason Monroe, Ernie Gay, Chuck Carson, (fifth row) Reginald Hunter, Reuben Fife and Rafael Franco.



Tankerman Assistant—Upgrading graduates of the March 5 tankerman assistant class are (from left, front row) Jim Shaffer (instructor), Michael Phillips, Martin Ramos, Mario Baja, Idris Abubakar, Terry Cowans Sr., Tom Higgins, Brian Shelburne, Chris Hays Jr., (back row) Moe Jeff, Collins Agyemang, Scott Lucerno, Zdravko Kerestes, Damon Parker, Bobby Brown, Joseph Merriweather, Chris Johnson and Jeromy Vaughan.



Inland AB—Graduating from the inland AB course on March 12 are (front row, left to right) Brian Murray, Alan Johnson, William Durham, Michael Bashore, Ray Blahnik, Tim Thompson, Tom Gilliland (instructor), (second row) Earl Douthtie, Mike Cushman, Dennis Fitzpatrick, David Ali, Bob Timmons, Salem Omar and Salin Yahya.



STCW Basic Safety—Receiving their certificates for completing the new STCW basic safety course on February 12 are (front row, from left) Rick Redmond (instructor), Thomas Higgins, Bud Marshall, Julito Crodua, Paul Hennessey, Rudolph Christian, Russ Levin (instructor), (second row) James Furby, Larry Stanback, Alvin Smith, Jeremie Riehm, Roland Peters, (third row) Pati Taotodo, Keith Shamberger, Ambu Man (CPR dummy), Michael Presser, Bob Bell, Patrick Meagher, Douglas Edwards and Zdravko Kerestes.

LUNDEBERG SCHOOL 1999 UPGRADING COURSE SCHEDULE

The following is the schedule for classes beginning in April and running through July 1999 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.

Seafarers who have any questions regarding the upgrading courses offered at the Lundeberg School may call the admissions office at (301) 994-0010.

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	April 5	May 14
Radar Observer/Unlimited	April 26 June 7	May 7 June 18
Radar Recertification (<i>one day</i>)	May 7 June 18	
Automatic Radar Plotting Aids (ARPA)	May 10	May 15

Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	May 3	June 11
QMED	May 3	July 23
Diesel Engine Technology	May 3	June 11
Power Plant Maintenance	June 28	August 6
Welding	April 19 June 14	May 14 July 9

Steward Upgrading Courses

Course	Start Date
Galley Operations/ Advanced Galley Operations (<i>Every week, starting Jan. 11</i>)	April 5, 12, 19, 26 May 3, 10, 17, 24, 31 June 7, 14, 21, 28 July 5, 12, 19, 26

Certified Chief Cook/	April 5, 19
Chief Steward	May 3, 17, 31
(<i>Every other week, starting Jan. 11</i>)	June 14, 28
	July 12, 26

Recertification Programs

Course	Start Date	Date of Completion
LNG Recertification	May 10	May 27

Safety Specialty Courses

Course	Start Date	Date of Departure
Tanker Familiarization/ Assistant Cargo (DL)	April 12 May 10 June 7	May 1 May 29 June 26
Basic Firefighting	April 12 May 3 May 10 May 31	April 17 May 7 May 15 June 5
Advanced Firefighting	April 19 May 10	May 1 May 29
Government Vessels	May 17 May 24	June 4 June 11
Lifeboatman/Water Survival	April 19 May 18 June 14	May 1 May 29 June 25
STCW Basic Safety (refresher)	May 24 June 21	May 28 June 25
Tankerman (PIC) Barge	May 10	May 14

Academic Department Courses

Course	Start Date	Date of Completion
General Education Courses	May 3	June 10

In addition, basic vocational support program courses are offered throughout the year, one week prior to the AB, QMED, FOWT, Third Mate, Tanker Assistant and Water Survival courses. An introduction to computers course will be self-study.

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

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 the following must be sent: One hundred and twenty (120) days seetime for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back, front page of your union book indicating your department and seniority, and qualifying seetime for the course if it is Coast Guard tested. All FOWT, AB and QMED applicants must submit a U.S. Coast Guard fee of \$135 with their application. The payment should be made with a money order only, payable to LMSS.

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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.

RETURN COMPLETED APPLICATION TO: Lundeberg School of Seamanship, Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075; or fax to (301) 994-2189. 499

The Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise qualified, of any race, nationality or sex. The school complies with applicable laws with regard to admission, access or treatment of students in its programs or activities.



The

www.seafarers.org

Volume 61 Number 4

April 1999

Seafarers Log

Official Organ of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters AFL-CIO

Attention Seafarers:
Looking for a fun, relaxing
and affordable summer
vacation spot? See page 14.

'Brotherhood of the Sea' Helps Stranded Foreign Mariners

Gulf Seafarers Aid Delta Pride's Weary Crew

Logistical challenges didn't stop Seafarers in Texas from helping with the collection and delivery of stores to the ill-fated *Delta Pride*.

AB Sinclair Oubre, who heads the Apostleship of the Sea-Diocese of Beaumont, Texas, and SIU Boatmen David Dorrell, Willy Mack Istre, Billy Bowers and Jim Prater all had a hand in providing relief to the famished crew of the abandoned Pakistani-flag cargo ship.

"It's amazing how much a few people, using the means that are at hand, can do to help brothers of the sea in their time of need," stated Oubre, who also credited local pilots, marine companies and community members involved in the effort, including SIU-contracted Higman Towing.

By now, thanks to nationwide media coverage, the harrowing plight of the *Delta Pride* is well-known to many. The ship's crew of 23 went unpaid for two years and was abandoned in Tampico, Mexico in May 1998 after its owner went bankrupt. (The owner alternately has been identified in various press accounts as either Star Shipping Lines of Greece or Tristar Shipping Lines in Karachi, Pakistan.)

From then until last November, the mariners suffered a torturous fate. Their stores ran

out, so they drank rainwater and ate fish that they caught using makeshift lines. Power supplies were all but exhausted, leaving the 740-foot ship dark and without heat or air conditioning.

Health problems predictably followed, and by November the mariners were threatening to commit mass suicide.

"The people were dying in front of me," the vessel's captain told the Associated Press.

Using torches to heat heavy fuels for the engines, plus other ingenuity, the crew somehow prodded the *Delta Pride* to limp the 300 miles to Brownsville, Texas. A voyage that normally would have taken no more than 24 hours instead lasted almost three full days; but, the vessel indeed made it to U.S. waters on November 24.

Captain Eddie Max Stovall of the Brazos-Santiago Pilots Association may have been the first person in that area to discover the depth of the *Delta Pride's* condition. He took the initial call from the *Delta Pride* after it had dropped anchor approximately three miles from the Brownsville harbor.

"They kept insisting that they needed launch service, for which they didn't have clearance," Stovall told a reporter for the *Seafarers LOG*. "But their requests were very unorthodox



After subsisting on rainwater and whatever fish they caught, the *Delta Pride* crew members gratefully accepted food and beverages donated by Texas residents (and transported part of the way by SIU members). Here, local pilot Eddie Max Stovall (wearing baseball cap) poses with the Pakistanis after a delivery.

and vague. Finally, the captain broke down and said, 'My crew, they're dying. We have no food.'"

The pilot notified the U.S. Coast Guard and also contacted the local international seamen's center. That led to press coverage, which Oubre spotted while at the Beaumont diocese, some 350 miles north along the Texas Gulf Coast.

Due to failed safety and mechanical inspections of the *Delta Pride*, the Coast Guard denied port entry. However, Stovall coordinated initial aid for the mariners. He and fellow pilots Jim Franceschi, who sailed with the SIU for about 10 years, and Robert Tullis delivered food and fresh water to the men.

"They were so weak, they could only take three gallons of water at a time on a heaving line," Stovall recalled.

Meanwhile, representatives from the Apostleship of the Sea helped build upon those earliest relief efforts. A group of citizens from the Port Arthur area who are involved with the diocese contact-

ed local parishes and publicized the case. Area residents donated substantial amounts of canned goods and other relief items.

"Then a new problem emerged," Oubre noted. "How would we get all the food collected to Brownsville? This had begun as a small collection, but became enough to fill three pickup trucks."

Enter Higman Towing, whose tugs and barges sail the length of the Intracoastal Waterway. Oubre worked with representatives from Higman, the U.S. Propeller Club of the Sabine, and R&R Marine Services of Port Arthur (a ship repair yard) to coordinate transportation of the food with minimal disruption to the parties' respective work schedules.

As a result, the SIU-crewed *Jesse Gunstream* docked at R&R Marine Services on February 15. "R&R had placed shrink-wrap on the pallets of food to protect them from weather," Oubre observed. "As soon as the *Jesse Gunstream* arrived, the shore gang immediately lifted the pallets onto the

deck of one of the barges, and in a few minutes, the crew members continued on to Rio Hondo (near Brownsville)."

A week later, the stores arrived on board the *Delta Pride* via a pilot boat.

"The crew members overwhelmingly expressed their appreciation," explained Stovall, who added that Brownsville-area residents made several other donations. "They were in a bad situation through no fault of their own, but they remained extremely courteous and dignified."

Although the story probably cannot be labeled as having a happy ending, there were some positive developments last month. Eleven of the 23 crew members were repatriated, and the other 12 found hospitality at a Catholic-run refugee center while making travel arrangements. Also, the *Delta Pride* reportedly was auctioned for scrap for \$300,000, with some of that money accounting for back pay, travel and other expenses.



At first, the malnourished *Delta Pride* crew only could accept very light loads, using a heaving line. As the months passed, the crew grew stronger and shipboard power partially was restored, enabling easier movement of donated stores such as those pictured here.

THE FREE LANCE-STAR, FREDERICKSBURG, VA.

Nation

Stranded seamen finally come ashore

Bureaucratic ordeal lasted 10 months

By MADELINE BARR
Associated Press Writer

SOUTH PADRE ISLAND, Texas —The last 12 crew members stranded aboard a rusting cargo ship came ashore yesterday, ending a 10-month ordeal during which they starved off scurvy and suicidal thoughts and caught rain water and fish to survive.

"I'm very thankful to God," Capt. Maqsood Ahmed said. "We were prisoners at sea without committing a crime."

The seamen were the last of a 23-man crew from Karachi, Pakistan, to leave the *Delta Pride*, a broken-down freighter that has been anchored about four miles off the south Texas coast since just before Thanksgiving.

Yesterday the Immigration and Naturalization Service said the crewmen could remain in the country for up to 30 days while they

with Mexican officials followed, leading to the seizure of the ship's documents and the crew's passports.

SOS calls were ignored as life aboard the ship became more desperate by the day. With fuel gone, there was no way to run the air conditioner or lights, and the 30-year-old ship became dark and hot. The seamen eventually lived off whatever rain water and fish they could catch.

With no clean water for bathing and washing clothes, rashes and early signs of scurvy were setting in.

"The people were dying in front of me," said Ahmed, who was on his first voyage as captain.

By November, the men were threatening to commit mass suicide. That's when Ahmed found a \$10 bill in his dresser drawer and was inspired by the words "In God we trust" on the note.



Pakistani sailors from the *Delta Pride* arrive yesterday at South Padre Island, Texas.

and because it lacked a certificate guaranteeing payment from its owners if the ship caused any damage. Crew members couldn't come ashore because they didn't

plies and helped fund trips home for 11 crew members with health problems, leaving behind the 12 who were rescued yesterday. "I've been going to sea for 20

\$300,000 to ESCO, a North Carolina company. The crew had hoped to get at least \$450,000, causing a squabble that tied up the case in federal court until last

The horrific story drew lots of media coverage in the United States, including this piece.