

SEAFARERS DOG



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Ray McKay, who passed away August 9, is shown speaking at the dedication of the Paul Hall Center for Maritime Training and Education in 1991.

Ray McKay, AMO Head, Dies at 68

Raymond T. McKay, president of AMO-District 2 MEBA, who guided his organization to a position of strength in the U.S. maritime industry, passed away August 9. A forward-looking trade unionist, McKay had a long and close working relationship with the SIU going back more than 40 years.

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New Pact Reached

Gains Marked In Wages, Pensions, Medical Care For Dependents

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The SIU has negotiated a new three-year standard contract with the shipowners group, the American Maritime Association, that will be presented for approval to SIU members this month

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President's Report

Our 'Economic and Strategic Future'

Representing more than 80 trade unions made up of more than 14 million members, the AFL-CIO serves as the voice of working people in the United States. The AFL-CIO has long held that a strong, viable U.S.-fleet is a good thing for America's economic and security interests and as such is a good thing for American workers.



Michael Sacco

So when the AFL-CIO Executive Council met last month in Chicago, it issued a statement on the subject of the future of U.S. shipping that did not mince words. "The U.S. government appears to be on the verge of dismantling what remains of the American merchant marine," opened the statement adopted by the full council.

"Maritime policy is in chaos," the statement charged.

The AFL-CIO statement, adopted unanimously by the council which is made up of 33 international union presidents and the AFL-CIO's president and secretary-treasurer, urged Congress and the Clinton administration to choose a course "that will not only preserve but rebuild a strong maritime industry that is so essential to the nation's economic and strategic future."

Moreover AFL-CIO support for the American merchant marine casts a different light on the issue. The labor federation speaks for working Americans, no matter their occupation—teachers, construction workers, actors and actresses, health care employees, workers in manufacturing and mining, among others. When the AFL-CIO says America must have a merchant fleet, it is speaking for millions of Americans who have no direct connection with the maritime industry. But those Americans do have a stake in an America that is not dependent for her strategic interests on uncertain allies. Those Americans do have a stake in an America that has a U.S.-flag presence in international shipping trades, thereby ensuring the nation's economic security.

The AFL-CIO recognizes the essentiality of a U.S.-flag fleet to the nation's interests. It is high time those entrusted with the nation's public policy do the same. Insofar as the Seafarers is concerned, we will be doing everything within our power to make sure that policy-makers at all levels recognize that the world's largest trading nation is only an independent superpower as long as the Stars and Stripes is firmly planted on the high seas.

The Loss of Ray McKay

We in the SIU are going to miss Ray McKay, a man with whom Seafarers enjoyed an intimate trade union relationship for decades. Brother McKay's death last month is a severe blow for everyone who cares about the American merchant marine—seamen and shipowners alike. He was a man who never gave up on the U.S. merchant marine. His union's forward looking training program is testimony to his determination to keep the U.S. flag on the high seas.

He was a man who never accepted defeat. He always planned for tomorrow. Brother McKay was a wonderful guy to be fighting alongside of.

It will be a long time—if ever—that we see his likes come our way again. But we can be comforted by the satisfaction of having known and worked with him—that he was one of ours. He leaves a solid legacy and great memories for those of us who had the advantage of comradeship with him. We will always respect his memory.

MSC Head Inspects Union's Training Facility



Vice Admiral Michael Kalleres, head of the Military Sealift Command, meets an engine room upgrader during his visit to the Paul Hall Center for Maritime Training and Education on July 23. Kalleres also toured the union's manpower facility and shiphandling simulator, as well as talked with Seafarers during his visit.

Senate Panel Told That Re-Flagging Will Cost Nation More Than Dollars

A Senate subcommittee heard testimony from maritime labor and shipping representatives as well as a fellow senator that immediate attention from the Clinton administration is needed to keep the U.S. flag flying on container ships belonging to Sea-Land and American President Lines (APL).

The Senate Merchant Marine Subcommittee called the August 5 hearing after the two SIU-contracted companies filed applications during the summer with the Maritime Administration (MarAd) to transfer 20 vessels (13 from Sea-Land and seven from APL) to a foreign-flag registry. The two companies had been threatening to make such a move since early 1992 unless a national maritime policy was enacted.

Appearing as the first witness, Senator Barbara Mikulski (D-Md.) began the attacks on the American companies' registering their vessels offshore. "I am appalled at the idea of our leading shipping companies re-flagging under a foreign flag," Mikulski told the panel. "I am, frankly, apprehensive at the idea that the next time our country is called to war, we will be dependent upon some other country's goodwill to carry our troops and our weapons to the conflict."

'Wake-Up Call'

The senator stated she wanted "to send a wake-up call to the president, the secretary of defense and the secretary of transportation. I do not believe we can afford to let this vital industry sail off into the sunset."

She called on the administration to offer a plan that would ensure a U.S.-flag reserve fleet for military purposes, provide differential payments for U.S.-flag shipping companies to compensate for military reserve functions and protect the jobs of thousands of American merchant mariners.

"Everyone is talking about reinventing government and I think it might be time to reinvent the merchant marine," Mikulski told the panel. "We need to be able to have the flexibility to be able to respond around the world, even if it's for peacekeeping, for delivery of humanitarian help and any number of other things."

Costs to Country Mount

She was joined in opposition to the re-flagging effort by SIU President Michael Sacco. He pointed out the cost to the country if the 20 ships are re-flagged.

"The result will be hundreds of jobs that will be lost, a major reduction in our nation's strategic sealift capability, a reduced American presence in ports around the world, a loss of tax revenues and a worsening of our foreign trade deficit," Sacco told the subcommittee.

"Maritime assets are more than just a collection of ships. They are also people—highly skilled people, adept at the specialized nature of their craft, who by virtue of their citizenship and professional commitment offer unquestioned loyalty to their country.

"Certainly the military views its crewmembers as an integral component of its overall strength. So too should ship operators," Sacco stated.



From left, listening to testimony during the hearing are Sens. Trent Lott (R-Miss.) and John Breaux (D-La.).

The union president continued by saying such a re-flagging move could not be viewed as just a private business decision. "It is very much the business of the public, and bad business at that."

Joining Sacco at the witness table were Timothy Brown, president of the International Organization of Masters, Mates and Pilots; Gordon Ward, president of District No. 1 PCD Marine Engineers Beneficial Association; and Jerome Joseph, executive vice president of the American Maritime Officers, District 2-MEBA.

Merchant Fleet Needed

In opening the hearing, Senator John Breaux (D-La.), the subcommittee chairman, noted that "every flag officer that I have spoken to over the past 20 years has acknowledged the importance of the U.S.-flag commercial fleet to our security. And I continue to hear that from the people responsible for fighting the wars.

"It's the 'white collared policy gurus' that don't think we need a



Representing the Clinton administration before the subcommittee is Joan Yim, the acting maritime administrator.

commercial fleet and only hope that ships will somehow appear in a national emergency," Breaux added.

The senator acknowledged the administration's attempts to reduce the national debt. "While I appreciate the fiscal restraints we are operating under, the cost of saving this vital industry is negligible. The cost of not saving it, on the other hand, is tremendous," Breaux said.

When industry officials were asked by the subcommittee why they were seeking to re-flag their ships, John Snow, chairman and chief executive officer of Sea-Land's parent company CSX, responded, "We have no incentive under the current system to invest in the U.S.-flag fleet. We don't want to re-flag, but we have no option with our responsibility to shareholders to take the actions we are proposing."

American Crews 'Better'

Breaux asked Snow what assurance Americans will have that foreign crews will sail into war zones with supplies for the U.S. armed forces.

"The only honest answer is there is no absolute assurance," Snow said.

The subcommittee chairman then asked if American merchant mariners "are better than those you will use from foreign countries."

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Sen. Barbara Mikulski (D-Md.) praises the U.S. merchant marine's efforts in recent military conflicts.

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3-Year Standard Pact Announced

Gains in Wages, Out-Patient Care; Pensions Uncapped

A new three-year standard freightship and tanker contract embodying beneficial gains in wages, pensions and medical benefits as well as certain work rule changes has been negotiated by the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District.

The agreement, reached last month with deep sea operators in the management group known as the American Maritime Association, calls for a cumulative base wage increase of 11 percent over the next three years and extends out-patient medical benefits to the dependents of Seafarers.

The new contract allows the board of trustees of the Seafarers Pension Plan to lift the \$1,000 per month maximum limit, paving the way for higher pensions for Seafarers who retire in the future and who meet the eligibility requirements of the program.

Under the pact—which covers the period of June 16, 1993 to June 15, 1996—the manning levels currently in force are retained.

Negotiators for the union and the companies also addressed issues that have come up as a result of the sweeping regulatory regime governing tanker opera-

tions which was brought about by the Oil Pollution Act of 1990 (OPA '90). The new contract calls for an extensive training curriculum for Seafarers who sail on tankers.

In addition to changes brought about by regulatory concerns, the union and the company addressed shipboard work procedures in an effort to build in flexibility while maintaining strict safety practices.

The work rule changes in the new contract increase the versatility and skills of Seafarers and encourage shipowners to have routine maintenance take place while the vessel is under navigation or in operation at a port instead of having it done in a shipyard.

Membership Contract Vote
The entire contract package will be presented to Seafarers for approval during union meetings held on Tuesday, September 7, 1993. On this day, the pact will be presented at the regularly scheduled headquarters meeting at Piney Point, Md. which begins at 10:30 a.m. At 1:00 p.m. on the same day, special meetings on the contract will be concurrently held at every union hall.

The pact will also be presented

by boarding union officials to SIU members on ships calling at U.S. ports.

Extended Negotiations

While the previous standard labor agreement with the American Maritime Association for both tankers and freightships expired June 15, 1993, the terms of that contract were extended through the middle of August by agreement of both negotiating parties. The contract talks, which began in the spring, thus extended into the summer.

Increased Pensions Possible See page 4

In preparing for the negotiations, the union carefully reviewed the contract recommendations made by Seafarers in minutes of shipboard union meetings, in minutes of monthly membership meetings at the various halls, in communications to the contracts department and in sessions with Seafarers attending classes to upgrade their skills at the Lundeberg School.

The union also culled the suggestions raised in a series of conferences held in 1991 sponsored by the Seafarers Plans on the

health care coverage and other benefits available to Seafarers and their families.

All the recommendations from these venues were compiled and crafted into a bargaining position for the union as negotiations began last spring.

Wage Increases: 3-4-4

The pact raises base wages 3 percent effective July 1, 1993. A 4 percent increase begins on July 1, 1994 and another 4 percent raise kicks in on July 1, 1995. The 1993 raise is retroactive to July 1 which allows Seafarers who have sailed on vessels covered by the standard agreement to apply for the wage increase back to that date.

The penalty on-watch rate will go up 3 percent in the first year of the contract, effective July 1, 1993. All other overtime and penalty rates will remain the same for the life of the contract.

Vacation time remains at current levels, but Seafarers will see higher vacation pay as it is indexed to base wages which are upped under the new agreement.

Included in the pact is a cost-of-living-adjustment (COLA) provision for the second and third years of the agreement. COLA

payments are based on the Department of Labor Bureau of Labor Statistics Consumer Price Index (CPI) which tracks inflation in the American economy.

The COLA payment goes into effect if the CPI rises above 5 percent by a full percentage point. Fractions between 5 and 6 percent can be carried to the next year. The cost of living adjustment measured by full percentage points will be added to the base wage, premium overtime and off-watch penalty rates.

Criteria for Registering

In conjunction with the new contract, the union's shipping rules have been amended to allow a Seafarer to register for shipping at any union hall without presenting a drug test certificate or a benzene-test certificate. This will allow a Seafarer to register without having to wait out the period of time between taking the tests and obtaining the results and clearances.

However, the Seafarer will be responsible for having proof that he or she has passed the drug screening and benzene testing at the time the job is called and the Seafarer throws in for the work.

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Medical Coverage Extended For Dependents of Seafarers

The spouses and children of Seafarers who are employed by shipping companies that are signatories to the SIU's standard contract are eligible for a wide range of out-patient benefits as a result of the new three-year pact negotiated by the union.

During this round of contract deliberations, the union was determined to secure out-patient coverage for dependents because the membership had sent a strong and clear message of interest in this benefit through communications to SIU headquarters and

recommendations at the Seafarers Plans conferences on benefits.

Negotiated through the standard agreement is an increased contribution on the part of the contracted companies which are signatories to the pact to the Seafarer plans.

As a result of these additional monies, the board of trustees of the Seafarers medical plan, known as the Seafarers Welfare Plan, has voted to put in place a series of out-patient benefits for dependents of Seafarers, subject to all the rules and regulations

which govern the program.

Hospitalization Covered

Until this contract, only Seafarers themselves were eligible for out-patient health care services under the benefits provided by the Seafarers Welfare Plan. While dependents of Seafarers have always enjoyed 100 percent of reasonable and customary coverage by the Seafarers medical plan for emergency room and hospital room and board, doctors' office visits and diagnostic services provided on an out-patient basis were not covered by the plan.

Dating from June 16, 1993, the effective date of the new labor agreement, dependents of Seafarers can receive medical care on an out-patient basis and the Seafarers Welfare Plan will cover a large share of the cost.

80 Percent Covered

Under the terms of the plan, 80 percent of the reasonable and customary charges for out-patient health care services to dependents of Seafarers will be paid by the plan subject to a \$50 per year deductible for each dependent.

Among the out-patient services now covered by the Seafarers Welfare Plan for dependents of Seafarers are doctors' office visits, diagnostic tests conducted on an out-patient basis, pre-natal care and follow-up care for a wife of a Seafarer, pediatric care and routine check-ups of

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Under the New Medical Coverage for Dependents

The benefit of having dependent out-patient care covered for a large part by the Seafarers Welfare plan can be seen in the following examples:

Bosun Joe Smith's wife, Sally, feels sick and has a fever, chest pains and a rash. She goes to the doctor. The doctor examines her, orders a chest x-ray, a blood test and other lab work including a culture of the affected area of skin. The doctor gives Sally a prescription, tells her he will call her and to make an appointment in two weeks to ensure she is completely recovered. In two weeks, Sally returns to the doctor, he examines her and pronounces her recovered.

Here is a breakdown of what would have been covered by the Seafarers Welfare Plan prior to this contract and what is paid now.

Service	Cost	Covered By SWP In Past	Covered By SWP Now*
1st doctor visit	\$65.00	\$ 0	\$52.00
X-ray	\$25.00	\$ 0	\$20.00
Blood test, lab work	\$50.00	\$ 0	\$40.00
Prescription	\$10.00	\$ 0	\$ 0.00
2nd doctor visit	\$65.00	\$ 0	\$52.00

* The Seafarers Welfare Plan will cover out-patient dependent medical care at a level of 80 percent of reasonable and customary costs which are determined by the general price for the service. The out-patient dependent benefits are subject to a once-a-year \$50 deductible per individual. In this case, if this had been Sally's first claim submitted to the Seafarers Welfare Plan in the year, \$50 would have been deducted from the amount listed in this column.

Chief Cook Diane Brown has a ten-year old son, Bill. Bill falls out of a tree and appears to have injured his arm. Diane rushes him to the emergency room where he sees a doctor, has x-rays taken of his arm and is treated for a broken arm. Diane is told to take Bill to their family physician in a month. As Bill's arm is on the mend, he visits the family doctor three times. In two of those visits the doctor orders x-rays. In the third session at the doctor's office, six months after the initial injury, the physician says Bill's arm is fully repaired and he no longer needs to be checked for it.

Here is a breakdown of what would have been covered by the Seafarers Welfare Plan prior to this contract and what is paid now.

Service	Cost	Covered By SWP In Past	Covered By SWP Now*
ER doctor**	\$100	\$100	\$100
ER tests**	\$100	\$100	\$100
1st Dr. visit	\$ 50	\$ 0	\$ 40
1st Dr. X-rays	\$100	\$ 0	\$ 80
2nd Dr. visit	\$ 50	\$ 0	\$ 40
2nd Dr. X-rays	\$ 70	\$ 0	\$ 56
3rd Dr. visit	\$ 50	\$ 0	\$ 40

* The Seafarers Welfare Plan will cover out-patient dependent medical care at a level of 80 percent of reasonable and customary costs which are determined by the general price for the service. The out-patient dependent benefits are subject to a once-a-year \$50 deductible per individual. In this case, if this had been Diane's first claim for Bill, \$50 would have been deducted from the amount listed in this column.

**Emergency Room

Monthly Pension Payment Cap Lifted

Active Seafarers who retire after June 16, 1993 may be eligible to receive pensions higher than \$1,000 per month as a result of the new standard contract reached with the SIU's contracted deep sea operators.

In the past, the monthly pension was capped at \$1,000 per month.

The lifting of the maximum ceiling is made possible through higher contributions brought about in the new pact to the Seafarers Plans on the part of its contracted operators. In turn, the

board of trustees of the Seafarers Pension Plan is able to amend the program to allow eligible Seafarers to earn more retirement income.

In determining if the pension plan can take on increased outlays, the Seafarers Pension Plan utilizes the services of an outside actuary, a trained professional who specializes in calculating the funds needed today in order to meet the future obligations of the retirement program.

The services of an actuary were employed in calculating the

uncapping of the pension in order to ensure that Seafarers currently on pension and those who will take retirement benefits in the future will be protected from having a plan that cannot meet its obligations.

The removal of the cap on the monthly pension does not change any of the procedures for applying for the retirement pay. Additionally, eligibility requirements, and the rules and regulations governing the plan remain the same.

A Seafarer applying for retirement benefits will calculate his or

her pension using one of the two formulas allowed by the plan — a wage-based determination or the computation of service time.

The Seafarers Pension Plan will help in the figuring of what an eligible Seafarer can receive under either formula. The amount the Seafarer will be awarded is the one that is higher.

For those Seafarers retiring after June 16, 1993 and who qualify for a higher than \$1,000 a month pension, the joint and survivors annuity benefit will also be higher than what it would have

been prior to the lifting of the cap. (The joint and survivors annuity is an option available to a retiring Seafarer who wishes to have his spouse continue receiving his pension benefits after he dies.)

Seafarers planning to retire in the near future are advised to contact the Seafarers Pension Plan for assistance in calculating potential retirement income. Requests can be made through any union hall or by contacting the Seafarers Pension Plan at 5201 Auth Way; Camp Springs, Md. 20746.

Under the Uncapped Pension Service-Time Formula

The lifting of the \$1,000 maximum monthly payment will allow qualifying Seafarers who retired after June 16, 1993 to receive a higher normal pension. Here are some examples of what the change in the pension plan benefit means:

John Rodriguez is an FOWT who is retiring at the age of 65. He has credit for 8,840 days of service. As a seaman who has reached the age of 65 with 5,475 days of seetime, John is eligible for the basic pension of \$600 per month. But because the plan allows for \$15 more a month for every 120 days after the 5,475 service time has been met, John is eligible for a larger pension. Also because the plan allows a day-and-a-quarter-day credit for every day of seetime after the first 3,000 days have been met, John is credited with 8,840 days although in actuality he sailed less days than this number indicates. With his 8,840 days of service, John can now receive \$1,020 per month.

Here are some additional examples of what an eligible Seafarer can earn as a monthly pension using the service time formula before and after the new pact took the cap off the pension's monthly payment:

Actual Days of Seetime	Credited Days*	Before This Contract	After June 16
4,980	5,475	\$ 600	\$ 600
5,460	6,075	\$ 675	\$ 675
6,324	7,155	\$ 810	\$ 810
7,668	8,835	\$1,000	\$1,020
8,052	9,315	\$1,000	\$1,080
8,532	9,915	\$1,000	\$1,155
9,012	10,515	\$1,000	\$1,230
9,492	11,115	\$1,000	\$1,305

*The plan allows credit for 1.25 days of service for every one day of actual seetime after 3,000 days if it took place after June 16, 1984.

Under the Uncapped Pension Wage-Based Formula

Bob Lin is a 59-year old QMED. He has 8,760 days of service and in the last ten years of shipping, Bob's average of the highest base wages he earned in any five years in a row comes to \$30,000. To determine his wage-based pension, Bob divides his 8,760 days of seetime by 365 and calculates that he has 24 years of service. He then multiplies 24 by 2 to find his percentage credit, which comes to 48 percent. He then takes his average base earnings of \$30,000 and multiplies it by 48 percent to find his yearly benefit. It comes to \$14,400. By dividing this by 12, Bob arrives at his monthly benefit of \$1,200 per month. Under the new system Bob is eligible to receive the \$1,200, whereas prior to this contract his monthly retirement pay would have been capped at \$1,000 per month.

Here are some additional examples of what an eligible Seafarer can earn as a monthly pension using the wage-related formula before and after the new pact took the cap off the pension's monthly payment:

Days of Service/ Years of Service	Percentage Credit	Average Base Earnings	Average Base Earnings Multiplied by Percentage For Yearly Benefit	Allowable Monthly Benefit Prior to This Contract	Monthly Benefit Now
5,475 15 years	15 x 2 = 30 %	\$35,000	\$35,000 x 30% = \$10,500	\$ 875.00	\$875.00
7,300 20 years	20 x 2 = 40 %	\$28,000	\$28,000 x 40% = \$11,200	\$ 933.33	\$933.33
8,030 22 years	22 x 2 = 44 %	\$32,000	\$32,000 x 44% = \$14,080	\$1,000.00	\$1,173.33
8,760 24 years	24 x 2 = 48 %	\$39,000	\$39,000 x 48% = \$18,720	\$1,000.00	\$1,560
8,760 24 years	24 x 2 = 48 %	\$20,000	\$20,000 x 48% = \$9,600	\$ 800.00	\$ 800
9,125 25 years	25 x 2 = 50 %	\$30,000	\$30,000 x 50% = \$15,000	\$1,000.00	\$1,250

Medical Coverage Extended to Seafarers' Dependents

Continued from page 3

babies of Seafarers, physicals and vaccinations at any doctor's office. The new out-patient benefit plan does not extend to prescription drugs.

A Visit to the Doctor

When a spouse or a child of Seafarer visits a physician's office for a health-care related service, the Seafarers Welfare Plan will cover 80 percent of the cost, subject to the annual \$50 per year per family member deductible. The deductible is applied the first time a claim is filed for each individual family member in any given year and will continue to be applied until totaling \$50 in any given year.

For purposes of coverage under the Seafarers Welfare Plan, a doctor's office visit can be for any of the following purposes—a check-up, a treatment for an illness, the seeking of a diagnosis, care for an injury, minor surgical procedures, among others.

Doctors often are not sole practitioners, but work from a health care complex such as a clinic or a health maintenance organization (HMO) or a preferred provider program (PPO). The Seafarers medical plan will recognize a doctor's visit at any

of these kinds of establishments as covered by the plan.

The SIU and the Seafarers Welfare Plan encourage Seafarers and their families to use the designated PPOs of the Seafarers medical program. However, Seafarers and their dependents may seek medical service from their own doctors and health care institutions.

The Seafarers Welfare Plan has chosen a PPO in each city where an SIU hall is located. These PPOs are first class hospitals and clinics which have become familiar with Seafarers, their families and the peculiarities of the maritime industry. Thus these PPOs are well-equipped to meet the health care needs of Seafarers and their families. (For the name of the PPO in his or her area, a Seafarer can call the local union hall.)

Diagnostic Tests

Often, a physician examining a patient will seek the assistance of test results in making a diagnosis. A doctor has a wide variety of tests he or she can order.

Many of these tests can be done outside of a hospital facility on an out-patient basis. For example a doctor's office might take a blood sample and have a laboratory review it or a doctor

associated with a PPO may ask that the tests be done at an on-site laboratory.

Also covered under the new out-patient benefit program for dependents of Seafarers are diagnostic tests. Among these are x-rays, sonograms, mammograms, blood tests, cultures, MRIs and scans.

Pre-Natal/Well Baby Care

The Seafarers Welfare Plan has traditionally paid the first \$300 of health care costs associated with a spouse's maternity in full and thereafter picked up 80 percent of the maternity-related reasonable and customary expenses. The medical plan also has covered hospitalization costs associated with the newborn's delivery.

Now, the plan will also cover the kind of health care associated with the nine months of pregnancy and the costs of regular check-ups for the infant.

The pre-birth health care needs of the mother and unborn child require regular doctor visits and periodic tests. The plan will cover 80 percent of the reasonable and customary costs of pre-natal care for a spouse of a Seafarer (subject to the \$50 deductible).

Following the infant's birth, the Seafarers Welfare Plan will

pay for 80 percent of the reasonable and customary costs of the baby's follow-up care (subject to the \$50 deductible). Periodic doctor's visits for check-ups ensure the baby is healthy during the critical stages of early growth.

Under the new benefits, Seafarer family members can have their annual physicals conducted at the location of their choice. When the physicals are done outside of a designated SIU clinic, the Seafarers Welfare Plan will cover 80 percent of the cost, subject to the \$50 per year, per person deductible.

Vaccination/Immunization

The fees associated with immunization and vaccination services and supplies for all dependents of Seafarers will also be picked up in part by the Seafarers Welfare Plan. Eighty percent of the reasonable and customary costs of these services and supplies will be provided by the Seafarers medical plan, subject to the \$50 annual deductible per family member.

If Spouse Has Other Plan

In the case of a household with two income earners, the spouse of a Seafarer is likely to have health care coverage of his or his own. If this is the case, the spouse of the

Seafarer can first submit his or her claim to his or her medical plan.

Once the spouse's health insurance plan has processed the claim, it can be submitted to the Seafarers Welfare Plan. In turn, the Seafarers medical plan may then pay the remaining portion of the bill which has not been covered by the spouse's health care plan, or it may provide credit towards the \$50 deductible up to the maximum allowed by the plan's rules and regulations.

If a child of a Seafarer and a spouse with his or her own medical coverage is the patient, the health care plan to which the claim should first be submitted is the one of the parent who has the earliest birthday in the year.

National Health Care

The new standard pact recognizes the need for a national health care policy to make access to medical services fair in this nation and to bring soaring costs under control. A provision in the contract states that in the event of a national health care system being enacted by Congress and signed into law by the president, the union and its contracted operators will work to ensure that Seafarers and their families continue to receive the high level of benefits they currently enjoy.

AMO President Raymond McKay Dies

RAYMOND MCKAY, longtime president of the American Maritime Officers (AMO) District 2 of the Marine Engineers Beneficial Association (MEBA) passed away in a Miami hospital on August 9 due to heart failure. He was 68 years old. McKay had served since 1957 as the president of the union.

In his tenure as head of the union, McKay dedicated his efforts to building a premier union of American seagoing officers.

SIU President Michael Sacco, speaking at a memorial service for McKay remembered the AMO president as a fighter, a builder and a friend.

"He was a fighter for what he believed, who could be counted on no matter how difficult or daring the cause happened to be," Sacco said at McKay's funeral mass. "Ray was a builder, a contributor who always did more than his fair share to help make maritime a better industry for his membership. Above all, Ray was a true, true friend—that rarest of commodities in this uncertain world."

Succeeding McKay as president of AMO is Michael R. McKay, his son, who had been serving as the union's secretary-treasurer.

Sailed in WWII

The native New Yorker began his seafaring career prior to World War II as an unlicensed mariner in the engine room. Hours before the Japanese surprise attack at Pearl Harbor on December 7, 1941, the vessel on which McKay was serving sailed out of the port. It

was loaded with ammunition.

During the war, he acquired his engineer's license. His first voyage as an engineer was cut short when a German submarine torpedoed his vessel, the *SS Fairfield City*, off the coast of Florida.

Rises Up the Ranks

After the war, McKay joined the Brotherhood of Marine Engineers (BME), a licensed engineer union initiated by two Seafarers International Union officers—Harry Lundberg and Paul Hall. BME became an affiliate of the Seafarers International Union of North America (SIUNA) in 1949. Hall and Lundberg considered the BME a vital alternative to a marine engineer union with pockets of communist domination.

McKay's first position with the BME was as a patrolman. He then worked for the BME's newly-established benefit plans.

In 1957, McKay was elected president of the BME and became a vice president of the SIUNA.

The BME ranks grew—adding members from offshore vessels as well as harbor crafts on the Atlantic, Pacific and Gulf coasts.

Shortly after the 1957 merger of the AFL and the CIO, the two labor federations in the United States, Hall—then president of the SIUNA—and McKay entered in behalf of BME into merger discussions with the Marine Engineers Beneficial Association (MEBA), noting that MEBA was free of any communist sectors.

In 1959, the BME merged into National MEBA, joining

forces with MEBA Local 101. Under the terms of the merger agreement, the BME retained its offshore contracts and had jurisdiction for the Great Lakes.

With the merger effected, McKay became an officer of National MEBA. He continued to serve as an officer of National MEBA until his death.

As an officer of National MEBA, McKay worked with the leadership of the other districts of the union in advancing the interests of the American merchant marine and working for government policies that provided for a strong U.S.-flag fleet.

National MEBA President Gordon M. Ward, in a communication to the officers, members and staff of McKay's union upon the latter's death, noted that National MEBA "has lost a strong leader and a good friend."

District 2 MEBA

In 1960, in a reorganization of MEBA, the former BME and MEBA Local 101 forces became District 2 MEBA with McKay as its head. District 2, as it came to be known, successfully organized Great Lakes and seagoing officers.

With the escalation of the Vietnam conflict in the mid-1960s, District 2 and the SIU met the need for increased manpower in the sealift surge by creating a joint training program to assist seamen in preparing for U.S. Coast Guard exams for various licensed and unlicensed shipboard positions.

That program proved to be the beginning of District 2's training and upgrading program, now located in Dania, Fla.



From his position as head of the AMO-District 2 MEBA, Ray McKay worked for a vital U.S.-flag shipping industry.

and known for its professionalism and advanced training equipment, including its Simulation Training and Research (STAR) Center—regarded as the world's most advanced ship simulator system. (See article on page 14.)

As District 2's training program has expanded, it has offered many Seafarers an opportunity to move up the hawsepipe, earning marine licenses through the school's program.

Continued Growth

District 2 has continued to grow. In 1992, District 2 MEBA changed its name to American Maritime Officers-District 2 MEBA, representing the increased membership growth in the union within all areas of shipboard operations.

The union, in the past 20 years, has been able to secure new jobs for its members aboard commercial and military chartered vessels.

As president of the union, McKay gained the respect of management as a tough but responsible negotiator who struck the necessary balance be-

tween the needs of his membership and the health of the industry.

One of those who sat across from McKay at the negotiating table was Gene Rose, president of Bay Tankers whose ships sail with AMO members.

"This is a tragic loss to the industry, especially at this very critical juncture," Rose said. "Ray knew the bottom line, and the bottom line is jobs."

"It's also a personal loss, because I respected Ray, admired him and enjoyed him as a person."

A Trusted Trade Unionist

McKay also committed his energies to supporting other workers in their trade union struggles and to building federations of maritime unions.

In 1990, he chartered the Greater South Florida Maritime Trades Council. As president of this organization, he was able to work with and commit resources to help fellow trade unionists in the area. The council was very active in assisting trade unionists who had lost

Continued on page 14



AMO has its roots in the Brotherhood of Marine Engineers, chartered as an affiliate of the SIUNA in 1949. In this 1959 photo, Ray McKay is sworn into office for a second consecutive time. From the left are Gordon Spencer, McKay, John Regan and W. Gammill while E. Goldsmith administers the oath.



Throughout his career as a maritime trade unionist, Ray McKay was involved in virtually every issue of concern to waterfront workers. In this 20-year-old photo, McKay (second from right) joins a meeting to discuss a maritime-related issue with representatives of marine labor. Also participating are SIU President Paul Hall (second from left), ILA President Teddy Gleason (third from left) and Herb Brand (left), who worked closely with Hall.

3-Year Pact Reached, Retroactive to June 16

Continued from page 3

An in-depth training program for all crewmembers who ship on tankers will be put into effect at the union's Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Extensive Training

A joint committee made up of union representatives, Seafarers, shipowners and specialists in tanker regulations will develop the curriculum over the coming year. Once in place, all Seafarers who wish to ship on tankers must take the course.

It is projected that the tanker course will be instituted next year. The union will advise all members through union meetings and the *Seafarers LOG* of the dates the course will be offered and the time period by which each Seafarer sailing on a tanker must have evidence of having completed the Lundeberg School tanker course.

Second-Hand Smoke

In an effort to make a safer shipboard environment by not subjecting non-smokers to second-hand cigarette smoke, smoking will only be allowed in designated areas. The crew lounge and crew dining areas will be smoke-free areas.

If the wheelhouse is a designated smoking area, the helmsman or quartermaster will be permitted to smoke except while maneuvering.

Day Workers

On vessels with at least one bosun/watchstander and five able seamen (ABs), the bosun may be a designated day worker and two ABs may be assigned to the job of an AB/deck-maintenance. This designation of duties is similar to what has been in place on tankers for the past three years.

The two ABs who become converted to day workers will get the corresponding increase in wages. In the case of a Green Ticket AB this could be near \$200 a month in base pay; for a Blue Ticket AB the additional money could reach \$350 per month base pay.

To ensure compliance with OPA '90, the work schedule of day workers in the deck and engine departments may be modified or changed.

The general rules of the contract have been amended to include under customary duties the maintenance of vessel equipment and machinery. Although this has generally been among the duties of Seafarers, it was put in writing in this contract to secure this work for unlicensed crewmembers in the future.

Work Rule Changes

Descriptions of the work rule changes put into effect by the new pact follow. These provisions encourage the up-keep of a ship while it is in operation, thus eliminating the need for a shipowner to commit a vessel to a shipyard for this function.

Maintenance work in certain areas of the house will be performed at straight time when performed between the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday. Chipping, sougeeing, scaling, priming and brush painting all quarters, passageways adjacent to all quarters, dining areas, lounges, laundries, the galley, pantries and ship's offices will be compensated at straight time.

Seafarers serving as helmsmen while a vessel is underway under automatic steering can now perform routine maintenance on the bridge, bridge wings and flying bridge. In order to ensure a safe working environment, such work cannot be done on stagings or aloft. Additionally, no mate is allowed to relieve the helmsman, except in an emergency.

Wipers and QMEDs may now assist the deck department with docking and undocking operations. This work will be compensated at straight time if performed during regular working hours. Overtime pay kicks in after eight hours on any calendar day and on weekends and holidays.

Day worker QMEDs can now chip, paint and sougee for up to three hours per day during normal working hours. This change brings the tanker pact in sync with

the freightship agreement.

In light of increasingly strict security requirements of shipyards and port terminals and the consequent liability issues, the agreement says that a Seafarer will no longer be used for gangway watch when the vessel is in these locations and that the company can hire an outside security guard in the place of the gangway watchstander.

The new pact adds Columbia, Venezuela and Central American countries to the list of voyages which require six months of continuous onboard shipboard work on the part of a seaman in order to qualify for transportation expenses.

Other minor modifications have been made in the area of work rules and will be available to Seafarers at the membership meetings held on the contract at the union halls and on the ships.

Tanker Tour of Duty

Rated positions above entry level will now ship on a tanker for a 16-month period in allotments of four-months-on-two-months-off. After this period, the job goes back to the rotary shipping system.

Emergencies and Permanents

The permanent ratings may now request an emergency relief for 30 days without forfeiting their position.

The transportation expenses incurred with leaving and returning to the vessel will be the responsibility of the Seafarer with the permanent rating. The Seafarer taking the relief position similarly will be responsible for his or her own transportation expenses.

Permanent ratings have the right to one 30-day emergency relief in a 12-month period.

Permanent ratings who leave the vessel for medical reasons will be allowed to return to the same ship and position after obtaining a fit-for-duty status as long as he or she has not been off the vessel for more than 120 days.

Federal Regulations

The contract has been amended to reflect changes brought about by regulations issued by the U.S. Coast Guard on drug testing and the law enacted by Congress last year known as the Americans with Disabilities Act. The term "disabled" has been removed from the contract. The no-discrimination language of the pact now states that shipboard employees cannot be discriminated against on the basis of physical or mental disabilities. It also states that all Seafarers will be qualified to perform their shipboard duties.

In this regard, the new pact

recognizes the work of the John Hopkins Center for Occupational Environmental Health. The prestigious medical center was contracted by a Seafarers Welfare Plan specially constituted steering committee made up of union and company representatives to conduct a detailed study of the essential functions that make up shipboard work.

The center's team of physicians and professionals in the field of occupational medicine conducted a year-long study in which they interviewed Seafarers in person and via questionnaires and observed first-hand shipboard work. After compiling the data, the team determined the essential functions of work in each of the three shipboard departments—deck, engine and steward.

Safety Program

In recognition of the dangerous nature of shipboard work and the need for constant vigilance in safeguarding life and limb, the union, the Lundeberg School, the Seafarers Welfare Plan and the contracted companies will work together to develop a shipboard safety program.

It will be the goal of the program to reduce the incidence of onboard injuries to Seafarers and to ensure that their workplace—

whether in the deck, engine, or steward department—is as safe a working environment as possible.

The hours, wages and working conditions set out in the standard freightship and tanker agreement apply to Seafarers sailing on ships operated by companies who belong to the American Maritime Association.

Application of Pact

(Not all SIU-contracted companies are signatories to the standard contract and Seafarers are advised to consult with the union hall on the labor agreements associated with any shipboard job.)

The primary company parties to the standard freightship agreement are Sea-Land Service, Inc.; Waterman; and Puerto Rico Marine Management, Inc. Signatory companies to the tanker contract include Maritime Overseas and OMI.

A separate labor agreement is in effect on American President Lines and Matson Navigation vessels. This contract is negotiated by the SIU's Pacific District Unions—made up of the Sailors' Union of the Pacific for the deck department; the Marine Firemen's Union representing engine department seamen; and the SIU Atlantic, Gulf, Lakes and Inland Waters District for steward department Seafarers.

Contract Highlights

- Base wages increase 3 percent this year retroactive to July 1, 4 percent in 1994 and another 4 percent in 1995
- Seafarers Welfare Plan will cover 80 percent of the cost of out-patient health care services for dependents of Seafarers — including doctors visits, diagnostic tests, pre-natal care, well-baby care, vaccinations and immunizations, subject to a \$50 annual deductible per individual covered
- Monthly pension cap of \$1,000 has been removed, opening the door to higher pensions for Seafarers retiring after June 16, 1993 who meet the eligibility requirements and who qualify under either the wage-based or service-based formulas
- On watch penalty rate goes up 3 percent retroactive to July 1
- Comprehensive tanker training courses to be established at Paul Hall Center for Maritime Training and Education
- Proof of drug screening and benzene certificate to be shown at the time of shipping instead of when registering
- Shipboard safety program will be developed
- Vacation time remains at current levels, but Seafarers will realize greater vacation pay because it is indexed to increased base wages
- Cost-of-living-adjustment provision for second and third years of the agreement
- Provision in the new contract states that in the event that a national health care plan is enacted, the union and its contracted operators will work to ensure that Seafarers and their families continue receiving the high level of benefits they currently enjoy
- Permanent ratings may request 30-day emergency relief without forfeiting position
- Protection from second-hand smoke

Contract Vote on Sept. 7

Seafarers can vote on the entire contract package at SIU meetings scheduled for Tuesday, September 7, 1993.

The agreement will be presented at the regularly scheduled headquarters meeting at Piney Point, Md., which begins at 10:30 a.m.

At 1 p.m. that same day, special meetings on the contract will be concurrently held at every SIU hall.

The pact also will be presented by boarding union officials to SIU members on ships calling at U.S. ports.

Inland Shipping Resumes on the Mississippi River

Barges and riverboats are sailing the upper Mississippi River after two months of layup created by record-breaking floods along the river and its tributaries.

The high waters affected riverborne operations in nine midwestern states. News reports have estimated the loss to barge companies at between \$3 and \$4 million a day.

The opening of the Mississippi followed towboat test runs conducted by the U.S. Coast Guard. As a result of the test tows, the Mississippi River reopened in mid-August with some restrictions from Minneapolis to Cairo, Ill.

During the worst of the flooding, most of the navigable rivers in the midwest north of Cairo were closed and thousands of barges were tied up riding out the flood.

Both the Missouri River and the Illinois River opened later in August for slow, restricted traffic only. The maximum tow size was 15 barges on the Mississippi, with



Alton Belle deck department members rinse off the mud left behind by the flood waters. The bridge leading to the Belle has since been taken down, and normal operations of the riverboat have resumed.

smaller loads being allowed on the Missouri and Illinois rivers.

Tugboats Underway

Seafarers are sailing on 14 Orgulf boats that have resumed their

usual routes on the Mississippi River. Normal operations for the SIU-contracted company would have 16 or 17 tugs sailing. The company plans to get more boats underway as river conditions warrant.

Steamboats Shift Routes

The SIU-contracted Delta Queen Steamboat Company continued operations on the lower Mississippi River and other tributaries despite flooding on the upper sections of the river.

The company adjusted the itineraries of the Delta Queen and Mississippi Queen so that the steamboats could keep sailing down the rivers. The St. Louis to St. Paul, Minn. cruises on the upper Mississippi were rerouted to the Ohio or other heartland rivers.

The Mississippi Queen was

diverted to the Tennessee River valley, sailing from Chattanooga, Tenn. on the Tennessee River to Memphis, Tenn. on the lower Mississippi. With a Memphis to Cincinnati departure in late August, the steamboat began a series of Ohio River cruises.

The Delta Queen also cruised through Tennessee with the main ports being Chattanooga and Nashville on the Cumberland River.

The company announced that the Delta Queen still plans to dock in St. Louis in late September.

"The only thing that will keep us from being docked on the St. Louis riverfront on September 20 is if the river is still so high that we can't get our steamboat stacks under the bridges," a company spokesperson stated.

Riverboat Resumes Cruises

The Alton Belle Riverboat Casino has resumed its regular cruise schedule up the Mississippi River. During the flood, the Belle continued operations while at dockside using a bridge to safely carry passengers over the flood waters to the Alton Landing. The ramp has been disassembled and operations are back to normal.

While the Mississippi is still well above flood stage, the water has receded back into its banks. Seafarers who work in the deck department have been busy cleaning the Belle and the surrounding areas.

"There is tons of mud and sludge that we have been working to clean up for the last few weeks. It ranges from six inches to up to two feet deep. We have successfully cleaned the promenade and



Deckhand James Tomczak and Cook Betty Gibson report to work aboard the Jim Ludwig when the Orgulf tug resumed regular operations on the Mississippi River.

the ramps but there is still a lot of sludge in places like the parking lot," deck department member Lonnie Partridge told a reporter from the Seafarers LOG.

Partridge and other deck department members have been cleaning the Alton Belle and Landing using three-foot pumps and two-foot fire hoses.

"I think the smell is the worst part of our clean-up efforts. At times it is unbearable," Partridge added.

With the reopening of the Mississippi and the area bridges, Belle business is steadily climbing. The first weekend the riverboat resumed sailing operations there were more than 1,200 guests on board for several cruises. That is only 200 short of the vessel's 1,400-person capacity.



Happy to be back aboard the Orgulf tug Omega are Cook Betty Adams and Lead Deckhand David Rice.

Seafarers Return to River

Boatmen Keep Sharp Watch for Changing Conditions

SIU boatmen once again are moving cargo and passengers along the upper Mississippi River after the waterway and several of its tributaries were closed for nearly two months because of flooding.

"Everybody is happy to be moving again," stated Captain Ralph Hawkins from the bridge of the Alton Belle Riverboat Casino in Alton, Ill.

Although flood waters kept the vessel tied to the Alton Landing for weeks, the casino still was open for business with crew members reporting for work.

The situation was not the same aboard SIU-contracted Orgulf tugboats. Summer normally is the busiest time of year for the company. As many as 17 of the Cincinnati-based company's 21 boats would be sailing on the inland waterways. At the height of the flooding, Orgulf had tied up 15 of its vessels.

'Good To Be Back'

"It's good to be back," noted Deckhand Greg Camel, who returned to work aboard the Peter Fanchi in mid-August.

The McComb, Miss. resident experienced the river just as the flooding began in late spring which he compared to seeing it return to its banks in August.

"We could see pieces of housing and campsites floating past," Camel recalled of the spring voyage aboard the tug when it



Captain Ralph Hawkins of the Alton Belle overlooks a calmer Mississippi River after the floods.

passed Dubuque, Iowa. "I had never witnessed anything like this before."

The deckhand stated the crew of the tug, which was pushing a full load of 15 barges, had difficulty guiding the vessel through the locks because of the rising waters and increasing currents. One attempt took three tries with the full crew called out to help catch lines on the stern and head, he said.

Since returning, Camel described the river as calmer, but still treacherous because of the swift current.

The Fanchi was northbound for Minnesota when Camel talked with the Seafarers LOG. "We still have to stop at night because of the conditions," he said. "No one is sure where shallow spots may occur because of silt and top soil that has been washed into the river."

Deckhand Adam Shacknai reported similar conditions aboard Orgulf's Ed Renshaw.

Crew Taking Precautions

"We are using tree lines and houses to see how high the river went," the Memphis resident noted.

He added the crew is taking precautions, but the "river appears to be clean, but muddy." Neither Camel nor Shacknai reported seeing any major debris left in the upper Mississippi.

Downriver in Alton, Hawkins resumed piloting the Alton Belle on its six-mile cruises in late August.

"There is a little driftwood left in the river and the current is swift, but we're able to sail safely," he said.

Hawkins explained the current normally passes through Alton at one-half mile-per-hour. Presently, he estimated the flow at between six and six-and-a-half miles-per-hour.

The only thing he saw congesting the river was "the barges and tows backed up to go through the locks." The riverboat is approximately one mile north of the Melvin Price Lock and Dam.

Deck Gang Praised

As noted earlier, the riverboat remained open for business all through the flooding. Hawkins said the crew of the Alton Belle did "a great job" of the making sure the vessel stayed in sailing condition.

"The deck crew would pull driftwood from our temporary bridge (which connected the Alton Belle Landing to dry ground) on the average of six to eight hours each day," Hawkins recalled. "At times, full sized trees would be among the debris."

"They would use a john boat and rope to pull everything away. It was somewhat dangerous work, but they took every precaution and we never had any problems. All of us are proud of them."

Regarding the riverboat itself, the captain said the current was not strong enough to allow the debris to damage the vessel. Some of it would jam under the Alton Belle, but the crew would take the boat out without passengers and let the debris drift out.

In his 20 years on the Mississippi (18 as a towboat captain and the last two with the Alton Belle), Hawkins said he never had seen

the river as wild as it was this summer.

"There is no comparing this flood to any other floods I have seen on the river. The Mississippi should be a quarter-mile wide as it passes [Alton]. It was eight miles wide at the flood's height when the Mississippi and Missouri merged."

The Mississippi exceeded the Alton's 21-foot flood stage on June 7 and crested at a record 42.7 feet on August 1.



Catching up on paperwork is Deckhand Adam Shacknai.

Document Ignites Protest

Foreign-Flag Interests Push Their Agenda Through Gore 'Reinvent Gov't' Group

The handiwork of foreign-flag interests apparently found its way into Vice President Al Gore's National Performance Review (NPR) and has been claimed to be the work of one staff member assigned to the five-month-old White House program.

Ensnared in the document of the NPR, a review process established by President Clinton to find ways to make government agencies more efficient, are recommendations that would virtually wipe out U.S. shipping.

Entitled "Congress Should Deregulate the U.S. Maritime Industry," the document calls for eliminating any of the existing government programs which advance a U.S.-flag fleet, clearing the way for control of the U.S. maritime trades by foreign interests.

Hollings Fights Back

The document's unexplained release to the public last month, touched off a storm of protest from the Senate, the independent Federal Maritime Commission (FMC) and the maritime industry. Meanwhile, the leaking of the document seemed to have caused considerable embarrassment in the administration.

Senator Ernest Hollings (D-S.C.), angered by the implications of the document, immediately introduced legislation that would create a commission to review maritime policy. Hollings charged that if the NPR proposals are adopted "there would be nothing left of the U.S. maritime industry." His bill, he said, would "ensure that the issue of maritime reform is given fair consideration."

The Hollings legislation was swiftly cosponsored by Senators John Breaux (D-La.), chairman of the Senate Merchant Marine Subcommittee; John Kerry (D-Mass.); Barbara Mikulski (D-Md.) and Charles Robb (D-Va.).

'Absurd on Its Face'

SIU President Michael Sacco called the paper "absurd on its face," adding, "it so clearly bears the imprint of forces inimical to U.S. interests that it cannot be taken seriously." He said



A White House program to "reinvent government" known as the National Policy Review adopted a report that obviously comes from anti-U.S. merchant marine lobbyists. The work of foreign-flag shipping advocates is apparent in a number of areas, including reports which surfaced in the press.

"Whoever is responsible for it has questionable motives, at the very least."

The most striking thing about the NPR document is that it makes no effort to conceal its source of information, freely lifting verbatim the work of foreign-flag lobbyists and proponents.

The majority of the NPR document's citations excerpt the work of three vigorous opponents of a strong American fleet of which at least two have been in the employ of foreign-flag shipping interests.

The NPR document borrows heavily from the work of Allen Ferguson, an economist who has been urging Congress to undo U.S.-flag shipping since the late 1950s.

It also quotes Rob Quartel, a mouthpiece for foreign-flag interests who while serving as a commissioner with a government agency, the FMC, attacked U.S. government maritime programs. Quartel immediately upon leaving the FMC went to work for a foreign-flag shipowner.

Also cited by the NPR document are statements from the

columns of James Bovard, a free-trader associated with ultra-conservative, anti-government groups.

The FMC, in its rebuttal of the document, said the cited material in the NPR document is "inaccurate and incomplete and contain wholly incorrect allegations and misrepresentations."

The independent government agency said the document "makes unwarranted assumptions ... and presents as support for its positions flimsy and anecdotal evidence of a highly selective nature."

The FMC response said it was "disturbing" that an analysis of U.S. shipping would be done "on the basis of hasty, one-sided analysis, mischaracterizations and errors" and the adoption "as absolute truths the rejected arguments of the past."

The recommendations of the NPR will be released officially on September 7, according to a spokeswoman of the vice president contacted by the *Seafarers LOG*. Until that time, no working paper of the administration program is a final proposal, she said.

Senate Passes Clinton's Deficit-Cutting Budget

The Senate in August passed President Clinton's budget reconciliation plan, with Vice President Al Gore casting the tie-breaking vote, paving the way for the plan to become law. The action followed a similarly close vote in the House.

The agreement, hammered out in a House-Senate conference, is designed to cut the budget deficit by \$496 billion.

The maritime industry scored two important victories with the budget's passing. In its original deficit-reduction package, the House had approved both a 50-cent-a-gallon inland waterways fuel tax and another tax based on the energy content of fuel, known as British thermal units (Btu). But the SIU, along with other maritime interests and energy users, lobbied heavily against both proposals, stating they would be unfair. The Senate removed both ideas from consideration and instead approved a 4.3-cent-a-gallon tax on gasoline.

Wealthy to Pay Most

Opponents of the budget plan have claimed that it is little more than a massive tax hike which primarily will be shouldered by middle-class Americans. But in fact, most Americans will see only a nominal change in their federal income taxes. Only single wage earners making more than \$115,000 and couples earning more than \$140,000 will see a jump in their income taxes.

(Under current law, the top tax rate of 31 percent applies to single people who earn more than \$53,500 and couples earning more than \$89,150. The new law creates a 36 percent tax rate on the \$115,000 and \$140,000 groups. It also creates a 39.6 percent rate for either singles or couples earning more than \$250,000.)

The average family will pay less than 10 cents a day in new taxes, all from the increase in the federal gas tax.

Those earning more than \$200,000 (about 1.3 percent of the taxpaying population) will account for more than 80 percent of the new taxes. The bill also raises the top corporate income tax rate from 34 percent to 35 percent, retroactive to January 1, 1993.

Some low-income workers will pay less in taxes under the plan, due to an expansion of the earned income tax credit. For example, a single parent who supports two children, is a renter and earns \$19,000 per year, will experience a federal tax decrease of almost \$600 in 1994 compared with this year.

The plan includes many other changes from current law, including increased taxes on some people's Social Security benefits, several revisions for people who own small businesses, changes in the alternative minimum tax, a bigger tax break for people in the real estate business, and many others.

Shipyard Workers Approve Representation



Seafarers Ed Len, DEU (left), and Dave Dunklin, QMED, hold up a message for Avondale employees as they leave work. Workers at the shipyard voted this summer to go union.

Cost of Re-Flagging Would Be Severe, Panel Told



SIU President Michael Sacco tells the Senate panel that re-flagging will cost America money, jobs and respect.

Continued from page 2

"There is no doubt that there is a much, much higher probability of success of being able to be where we're needed and operating effectively where we need them with U.S. crews," Snow responded.

Both Breaux and Senator Trent Lott (R-Miss.), the subcommittee's ranking minority member, expressed their displeasure that neither Defense Secretary Les Aspin nor Transportation Secretary Federico Pena appeared before the subcommittee. "We are in a serious crisis in America's maritime industry and this issue

deserves the highest attention from our highest officials," Breaux said.

Acting Maritime Administrator Joan Yim, who represented the Department of Transportation at the hearing, noted MarAd was awaiting a decision from the White House regarding various options concerning maritime revitalization made by the agency to the president's National Policy Council.

(In one of his first acts after being sworn in, President Clinton created the council to review and make recommendations about various government functions and policies. The council is com-

posed of representatives from all departments of the federal government.)

Breaux asked Yim if Pena had made a specific recommendation to the president. She said what Clinton received was a combined effort written by several members of the council.

"Please understand my frustration. No one can tell me what the [maritime revitalization] recommendation was?" he asked of Yim.

"That's correct," she answered.

When Breaux asked if Pena's own recommendation received any support from the council, she stated she did not know.

Hasan Rahman enjoyed all aspects of the steward recertification training. Here he presents his latest culinary specialty.



New Recertified Stewards: Upgrading Is the Way to Go

Reflecting on their careers and on the courses they have taken at the Paul Hall Center for Maritime Training and Education, the 11 Seafarers who last month graduated from the SIU's steward recertification program all emphasized the importance of members continually upgrading their skills.

As members who have completed the highest curriculum available to Seafarers who sail in the steward department, they spoke from experience.

The Seafarers Harry Lundeberg School of Seamanship "offers you a way to better your careers and your lives," Francisco Rosich stated at the graduation ceremony, which took place during last month's membership meeting in Piney Point, Md. Like most of the other new recertified stewards, Rosich, 52, has upgraded several times at the Lundeberg School.

For 61-year-old Hazel Johnson, however, this was his first time at the school. "I'm glad I finally got here," said the 32-year member of the SIU. "It was even better than I expected. The new lab is the most modern one I've ever seen, the computer training was fantastic and the instructors are great."

Comprehensive Training

Johnson, Rosich and their classmates received comprehensive training during the five-week course. They worked in the school's new training facility for stewards, a spacious building which features state-of-the-art galley equipment and classrooms. They earned certification in CPR, first aid and firefighting.

Additionally, they studied and practiced communications skills and learned to use computers for setting and storing menus, requisitions, overtime hours and more.

The members also met with representatives from every department of the SIU for question-and-answer sessions. For example, they spoke with officials from the union's collective bargaining department, from its governmental affairs department, from the welfare, vacation, training and pension funds and from the *Seafarers LOG*. They also traveled to SIU headquarters in Camp Springs, Md. and to Capitol Hill, where they spoke with Maritime Trades Department Executive Secretary-Treasurer Frank Pecquex.

Finally, they went to Baltimore to tour the SIU-crewed cable ship *Global Link*.

"It's a great course and it definitely enhanced us," said Robert Miller, 50, who joined the union 10 years ago in Hawaii and has upgraded three times. "The instructors are exceptional and the new lab is excellent."

"We learned a lot that we will be able to use when we get back on the ships," observed 45-year-old Roger Linasan. "The computer training was excellent, as was the CPR, first aid and firefighting."

Steve Crane, 35, graduated from the Lundeberg School trainee program in 1974 and has upgraded several times. "You always learn something here, even if you come in thinking you already know it all," he said. "This was a terrific course."

Reach Any Goal

Holding her 2-year-old son, an emotionally charged Rebecca Sleeper Manion delivered several important messages in her remarks at graduation.

"My son, Trevor, was here the whole time, and it's good to know that you can do this [training] as a mom," said Manion, who graduated from Piney Point in 1984.

"I remember when I was a trainee, I used to look at the [recertified stewards and bosuns] and think, 'I'll never make it that far.' But today I'm telling you that you can reach any goal if you apply yourself."

Manion, whose husband traveled from their home in Florida to attend the ceremony, is a past recipient of the SIU Scholarship. She told a reporter for the *LOG* that she is only a few credits short of earning an associate's degree in business administration, and she plans to finish soon.

Regarding the recertification course, she said, "The instructors went that extra mile, and I liked being able to work with top-notch stewards. Also, the lab is exceptional."

Similarly, Robert Castillo, 45, said the lab "marks great progress. This is my fourth time at the school, and I still believe it is the best training facility in the world."

"The whole course is very good," added Raymond Garcia, 36. "It helped refresh our minds about some things as well as teaching us new things we can use on a ship."

Undertaking More Studies

For Gregory Melvin, there was no immediate time to celebrate finishing the recertification course. That's because he stayed at the Lundeberg School an extra week in order to take the oil spill prevention and cleanup course.

"I ride tankers, so it made sense for me to take the oil spill course," explained Melvin, 32, who graduated from the entry program at the Lundeberg School in 1980.

He said that the recertification course "went very well. People worked together and had good unity."

Peter Schmitt, 40, said the course's high points included "the practical work at the lab. This is my fourth time here, and the training was even more comprehensive than I've seen in the past."

Another frequent upgrader, 50-year-old Hasan Rahman, said he enjoyed all aspects of the training. "I learned a lot, and the instructors were wonderful. There was a lot of one-on-one training and good interaction between the class members and the instructors."



Adding final decoration to a sheet cake is Steve Crane.



Rebecca Sleeper Manion is congratulated by her husband, Joseph, and son, Trevor.



Gregory Melvin learns the proper use of all the equipment in the school's modern galley.



"The whole course is very good," states Raymond Garcia at the graduation ceremony.



Putting in time on computers, a requirement for completion of the recertification program, is Francisco Rosich.



The 11 Seafarers successfully completing the steward recertification program pose with SIU Executive Vice President Joe Sacco following the graduation ceremony. They are (from left) Steve Crane, Peter Schmitt, Hazel Johnson, Robert Miller, Francisco Rosich, Roger Linasan, Raymond Garcia, Hasan Rahman, Gregory Melvin, Sacco, Rebecca Sleeper Manion and Robert Castillo.

PPO Provides Health Care Services For New Bedford Area Seafarers

The Seafarers Welfare Plan has designated another noted medical facility as a preferred provider organization (PPO).

In June, the SIU contracted with St. Luke's Hospital in New Bedford, Mass., minutes from the New Bedford union hall. The out-patient clinic began operations in late August.

The largest community hospital in Massachusetts, St. Luke's has 400 beds and the third busiest emergency room in the state.

"We have a very dedicated staff to work with the members of the SIU. Our doctors are highly qualified ranging from general internists to very sub-specialized physicians," said Administrative Director of Clinical Specialties Services Ellen Banach, who is also the director of the clinic.

"Because we are located within the hospital, we have access to any service a patient may need, including the emergency room. We set the system up to get care for patients in a quick and efficient manner. I feel that we have achieved this primary goal."

Seafarers began using the facility on August 17. The plan determined the out-patient clinic is able to provide all of the medical services required by Seafarers, such as fit-for-duty physicals, care for illness and treatment of injuries.

"We picked this clinic because it is convenient for our members who live in the New Bedford and the New England area. Before this, members had to travel to New York City for the very services that now are being offered by the physicians at St. Luke's," said Dr. Kenneth Miller, medical director for the Seafarers Welfare Plan. "This facility will serve as a drawing card for members who live in the region. It is another enhanced membership service that we can offer our members."

SIU members have reacted positively to the clinic. One of its first visitors was Chief Steward **Bob Haggerty**, a resident of New Bedford. "The clinic is really nice and everyone is very friendly. St. Luke's is so convenient. I used to travel to Baltimore to have my medical work done. I'd stay with relatives to make the long trip a little bit more pleasant, but it was very inconvenient not to have the proper medical facility around," the chief steward told a reporter from the *Seafarers LOG*.

AB Donald LeGere used to take the midnight train to New York City for his annual physical, arriving by 6 a.m. "The clinic is

very nice. They treated me wonderfully, and service is so efficient. It only took two hours to do everything. That sure beats all the long nights on trains traveling to the Brooklyn clinic. I know Seafarers in New Hampshire, Maine and Vermont, and this [clinic] will take care of all of New England," said LeGere, who lives approximately 40 miles from New Bedford in Braintree, Mass.

Meeting Members' Needs

The Seafarers Welfare Plan's designation of St. Luke's Hospital represents the continued progress in preferred provider health care for Seafarers. The welfare plan is contracting with a preferred provider in each of the cities where an SIU clinic previously had been located.

The PPO program was started to ensure that SIU members and their families continue to obtain quality medical care and, at the same time, help the welfare plan combat perpetually rising health costs. A preferred provider clinic or hospital is simply a medical facility which agrees to provide services to Seafarers and their families at a negotiated reimbursement rate.

"With the system we have set up with the SIU, a member can streamline sessions. Everything the member may need is in one area. The entire program has many advantages," said Banach.

The advantages of using PPO's include:

- Using a facility which is familiar with Seafarers and whose staff knows the unique needs of the membership and their families.

- Streamlined claims procedures for members and dependents using the facility.

- Use of these facilities allows the welfare plan to monitor claims and make sure the hospital offers services efficiently and maintains high standards of quality and care.

- When the hospital sees many Seafarers and their families using the facility, reasonable rates for services can be maintained. This allows the welfare plan to use these savings to benefit members and their dependents.

- Preferred provider organization hospitals are among the biggest in their cities.

To date, the SIU has designated the following PPOs: Seattle—Virginia Mason Hospital; San Francisco—St. Mary's

Hospital; Honolulu—Straub Hospital; New Orleans—Tulane University Hospital and Medical Center; New York—Methodist Hospital and Healthmark Incorporated Clinic; Baltimore—Johns Hopkins University Center for Occupational and Environmental Health and Francis Scott Key Hospital; Houston—St. Joseph Hospital; Philadelphia—Methodist Hospital and Healthmark Incorporated Clinic; Wilmington—Torrance Memorial Hospital and Immediate Medical Care Center in San Pedro, Calif.

St. Luke's is a full service community hospital which provides various services: pre-employment physicals; annual examinations; diagnostic studies, including X-rays and hearing tests; vision and glaucoma screenings; blood tests; drug



The new preferred provider organization is St. Luke's Community Hospital, located only minutes from the union hall in New Bedford.

screens; pulmonary function tests; cardiovascular studies, including stress testing and EKG; drug tests and much more.

"Occupational medicine is something that we are all learning about. It gives us an opportunity to see a new type of working people with good skills. Many of the Seafarers have interesting stories about their travels. I think that this is going to be fun. It's nice to see a good group of fit and healthy people for a change," said

Kathleen Treadup, an adult nurse practitioner for the St. Luke's clinic who has been a staff member at the New Bedford hospital for 15 years.

"Our hospital has the ability to see Seafarers in a reasonable amount of time and provide them with all the services they need in a convenient and efficient manner," she added. "We are very pleased to be doing this with the Seafarers and confident that it will work well."

Clinton To Unveil Health Plan This Month

President Clinton this month is expected to present to Congress and the nation his health care reform program, some details of which he gave on August 16 in a spirited address to the National Governors Association in Tulsa, Okla.

In all likelihood, Congress will not produce reform legislation until sometime next year.

Speaking to the governors, Clinton revealed that under his program, employers who currently do not provide at least a portion of their workers' health insurance would be required to do so. "I don't believe anybody should get a free ride in this deal," he stated.

But he also indirectly responded to critics of the program who have asserted that an employer mandate would cripple some companies, particularly small businesses. The president said his plan calls for a five- to seven-year phase-in period which he believes will help businesses and create jobs, without any new taxes. "If you just passed an employer mandate and did nothing else, there'd be a ton of problems," Clinton acknowledged.

White House aide Ira Magaziner later elaborated on the plan, saying that it ultimately would require big employers to pay 80 percent of their workers' premiums. However, he added, the administration probably will limit the payments to 7% to 7.5% of payroll.

This cap would apply only to large companies that join regional health insurance purchasing pools to be created by the Clinton plan. The largest companies, probably those with at least 5,000 workers, may have the option of not joining the pools.

Health premium spending by small businesses and low-wage firms would be limited to 4% of their payrolls, with subsidies covering the difference to provide full coverage. Magaziner said the subsidies will come from a \$30 billion to \$40 billion pool generated by savings in Medicare, Medicaid and other federal health programs.

Other elements of the plan which Clinton described to the governors include:

- Coverage for every U.S. citizen, regardless of their health or employment status. Currently, almost 40 million Americans have no coverage.
- Establishment of a national health spending budget.
- A restructuring of the insurance

industry, with premiums based on average costs of providing medical services in particular geographic areas — and with no adjustments for an individual's past or projected health.

- Allowing self-employed people to deduct the entire cost of their health benefits.

Clinton also pointed out that most employers already provide a part of their workers' insurance. He said his plan eventually will reduce health care costs and thereby leave businesses with "more money they're going to have to invest in creating new jobs."

Clinton's program has been described as a managed competition plan. It requires employers to offer (and, realistically, requires workers to join) one of several comprehensive, accountable health plans consisting of a limited number of doctors and hospitals.

Such a plan would limit costs through market forces, i.e. comparison shopping by individuals from plans screened by employers or other intermediaries.

Among the other reform plans for the U.S. under consideration by policy-makers is a Canadian-style system in which a tax-supported program run by the government pays all medical bills.

Another proposal is dubbed "play or pay" because it requires employers to provide a minimum health insurance plan or pay new taxes to a government fund to cover the uninsured.

Still others advocate a "consumer choice" plan, in which citizens would be required to buy health insurance on their own or through employers. Presumably they would pay with a proposed tax credit.

Regardless of which type of plan one supports, there seemingly is nationwide agreement that the U.S. cannot afford to continue on its current path of skyrocketing health care costs and gross underinsurance or non-insurance. As Senator Tom Daschle (D-S.D.) and Senator J.D. Rockefeller (D-W.Va.) said in a recent letter to *The Wall Street Journal*: "In today's health care system, the more tests and procedures doctors and hospitals do, the more they get paid. Under the Clinton plan, health plans would be paid a set amount per enrollee, forcing them to manage health care delivery more efficiently and effectively, and en-

couraging cost-effective primary and preventive care to avoid having treatable illnesses turn into costly emergencies. The Clinton plan . . . gives consumers greater choices and forces plans to compete for the first time on cost and quality."

The AFL-CIO long has been a leading proponent of a universal and fair national system of health care. While not taking a stand on one specific proposal put forward by any representative of the administration or Congress, the federation of national trade unions also has played a key role in exposing the fact that the biggest reason for skyrocketing health care costs is the enormous number of uninsured citizens. While those people technically do not have health care coverage, their expenses inevitably are passed along to those who do.

For example, people without health benefits often do not or cannot afford to seek treatment for relatively minor conditions. But if the condition worsens and the uninsured person goes to the emergency room, the cost for his or her care is passed on to those who have benefits, in the form of higher premiums, higher deductibles, etc. (reflecting higher hospital billing to compensate for the cost of indigent care). This type of scenario is replayed daily throughout the country.

Other factors contributing to the high cost of adequate health care include huge profit margins for some drug companies, as well as the cost of scientific advancements.

One way that unions and the health care providers they work with have tried to combat rising costs is the use of preferred provider organizations (PPOs) and health maintenance organizations (HMOs).

A PPO is a hospital or clinic designated as the primary care giver, subject to a utilization review process in which permission must be obtained for medical treatment.

An HMO provides all of a patient's care for a set annual fee and covers little outside its set parameters. (President Clinton's plan will offer incentives to enroll in HMOs.) HMOs generally have salaried physicians, and their structure encourages doctors and hospitals to function as parts of large groups. Some of the advantages of using an HMO are low out-of-pocket costs and reduced paperwork.



New Bedford union hall secretary Nidia Pereira helps two members prepare for their first visit to the clinic at St. Luke's Hospital. Chief Steward Bob Haggerty (center) and Recertified Bosun Robert Carson gather the forms necessary for their annual physicals.

Maritrans Seafarers Earn Tankerman Endorsement

Twelve Seafarers who sail aboard Maritrans tugs and barges recently earned their tankerman's endorsement after completing a specially designed two-week course at the Paul Hall Center for Maritime Training and Education.

The course lasted from August 2 to August 13 and consisted of all aspects of loading, transferring and unloading the various cargoes carried by tank barges. Members also studied and practiced diesel engine operation and repair, with particular emphasis on safety aspects involved in handling fuels and other potentially dangerous cargoes.

The course was designed to meet the training needs of Maritrans employees while at the same time accommodating their work schedules.

OS Mike Morrissey said the class was "very informative." This was his second time at the Seafarers Harry Lundeberg School of Seamanship, which he described as "a first-class facility with great instructors. I also like the fact that when you're here, you're with other Seafarers. Besides the classes, that interaction can be educational."

The tankerman course also marked the second trip to Piney Point for AB David Lane, who graduated from the Lundeberg School in 1979 and then briefly sailed in the deep sea division before switching to commercial fishing. Lane, who began working for Maritrans two years ago, described the tankerman course as "thorough" and said the school "has improved considerably. I remember as a trainee staying in the old bungalows. This time, my wife and three kids were with me, which made it a nice stay. My kids love it here."

Like Lane, AB Ed Putro works aboard Maritrans tugs in the Philadelphia area. "This course covered everything we need to know," said Putro, who also has completed AB and advanced firefighting courses at the school. "It boosted my knowledge about the boats I work on and around."

Lane added that he firmly believes in the value of upgrading at the Lundeberg School. "It helps me gain more and more knowledge. The school is readily available, and the special courses for inland members are great. That's what keeps us coming back."

In addition to Morrissey, Lane

and Putro, the other Maritrans employees who completed the course are Rodney Bennett, George Davis, Gregory Gibson, Ray Kucharczyk, David O'Neal, Rupert Perry Jr., Dale Watts, Phillip Yeomans and Troy Zimmerman. The course was taught by Jim Shaffer.

Maritrans operates 35 tugs and 45 barges, as well as several oil terminals, on the Eastern Seaboard and in the Gulf of Mexico. The SIU members who work for Maritrans have taken part in several special courses at Piney Point in recent years, which prompted John Burns, Maritrans' director of labor relations, to note, "In the last several years, the vocational staff at the school has been most helpful in accommodating us and developing training programs which are extremely beneficial to our employees. This [tankerman course] is one more example of that training."



Completing a specially designed two-week course leading to a tankerman's endorsement are (from left, front row) Michael Morrissey, Troy Zimmerman, Ray Kucharczyk, Rupert Perry Jr., David O'Neal, David Lane II, Jim Shaffer (instructor), (second row) George Davis, Dale Watts, Phillip Yeomans, Ed Putro, Rodney Bennett, Allen Shaw and Greg Roanoke.

Express Marine Boatmen Complete Special Courses

Six Seafarers and five members of the American Maritime Officers (AMO) employed by Express Marine, Inc. last month completed special upgrading courses at the Paul Hall Center for Maritime Training and Education.

The courses, which began on August 23 and lasted until the end of the month, were structured with consideration for the work schedules of inland division members. Courses covering a wide variety of skills were available to Seafarers and AMO members who sail in the deck, engine and steward departments. (Some training, such as oil transfer procedures, was given simultaneously to members from all three departments. However, most of the curriculum, including lots of hands-on work, was department-specific.)

Stewart Parks, a 57-year-old AB/cook who has been an SIU member for 13 years, said he "learned a lot" from the courses. "I think very highly of the whole experience. This was my first time at the school, and it's even better than I expected. I love it," said Parks, who sails aboard the tugboat *Escort*.

Parks added that he particularly enjoyed working with SIU instructor Ed White in the new galley training building at the Seafarers Harry Lundeberg School of Seamanship.



Bobby Lewis checks the radar screen on the deck of the simulator.

While Parks had not been to the facility in Piney Point, Md. before, several other members who work for Express Marine attended a special firefighting and hazardous materials training course last year at the school. One of those members, AB/Cook Hilton Foster, said he was glad to return to the school last month. "It's always very worthwhile to come here," said Foster, 37, who has been a Seafarer for 14 years. "All of the facilities are first-rate, and the new galley is fantastic."

For 32-year-old Mate Gil Pruitt, who sails aboard the tug *Guardian*, making the trip to Piney Point is old hat. Pruitt graduated from the trainee program in 1979 and has upgraded five times, including twice in the past two years.

Pruitt commended the training available on the Lundeberg School's state-of-the-art shiphandling simulator and said he learned a lot from instructor Jake Karaczynski.

"This school is getting better every day," Pruitt added. "I've always said Piney Point is extremely helpful if you apply yourself. It's here if you want it."

Stan Latka, marine operations manager at Express Marine,

praised the Lundeberg School courses and staff. "I find the courses and the instructors exceptional," he said. "They handle everything we need, and they are very, very willing to work with us in tailoring courses to our specific needs. I've heard nothing but positive comments from the people who have been there, including myself, and I hope we can make even more use of the school in the future."

The following Seafarers from Express Marine completed the upgrading courses: Pruitt, Foster, Parks, Captains Bobby Lewis and James Pruitt, and Mate Mack Keech. AMO members who completed the courses are Chief Engineers Louis Hopkins and Thomas Pigott, Second Engineers Malvin Pendleton and Robert Judy, and Barge Engineer Richard Riddick.

The instructors are White, Karaczynski, Dan Holden, Jim Shaffer and Eric Malzkahn.

Express Marine is based in Pennsauken, N.J. The company operates five tugs and barges which move coal up and down the East Coast.



Chief Engineer Thomas Pigott was one of the AMO members who completed the course.



Troy Zimmerman studied diesel engine operation as part of the course, designed to meet the training needs of Maritrans employees.



Steward Parks (left) and Hilton Foster work in the new galley training building as part of their upgrading curriculum.

Bosun Dubs American Mariner's Historic Grain Voyage 'Fantastic'

Bosun Robert Eckley proclaimed the historic voyage of the *American Mariner* through the St. Lawrence Seaway to Montreal "the best trip of my life."

The 33-year veteran of the SIU was among the crew of the American Steamship Company (ASC) self-unloader that carried 21,420 tons of cargo preference grain from Toledo, Ohio to Montreal where it was transferred to a U.S.-flag ocean-going freighter bound for St. Petersburg, Russia.



Bosun Robert Eckley said this was the best trip of his life.

The *American Mariner* became the broadest ship, at 78 feet, to successfully navigate the locks along the Seaway. (Maximum width allowed is 76 feet.)

"We had a foot on either side," Eckley recalled when he was contacted by the *Seafarers LOG*. "We were right up against the

sides." Eckley handled the aft winch with the assistance of a deckhand during each lock operation. Each process took 45 minutes to an hour to complete which Eckley said was "faster" than he expected.

The crew of the *American Mariner* was notified in mid-June that it would take part in transporting the grain—part of the \$1.6 billion aid package presented in April by President Clinton to Russian President Boris Yeltsin for the people of his country.

The 730-foot vessel normally hauls iron ore and coal during the Great Lakes sailing season, so crewmembers went right to work to prepare the holds for the grain.

"We would clean the holds as we unloaded them," Eckley said. "We would take every advantage we could to get rid of any rust or paint chips. It meant extra work for all of us, but it was not a bad deal to be part of this."

Before the grain could be loaded, the vessel was inspected by officials from the Department of Agriculture. "We had no problems with the inspection," the 63-year-old bosun stated. "Not bad for a crew that carries ore and coal!"

Loading started July 6 at the Anderson Grain Terminal, with the *American Mariner* setting sail across Lake Erie on July 8. When the vessel reached the Welland Canal around Niagara Falls, it

was entering waters never before sailed by any of the ASC fleet.

After sailing across Lake Ontario, the *American Mariner* reached the Thousand Islands in the St. Lawrence River between New York and Ontario.

"It was beautiful," Eckley said. "I can honestly say that was all the crew talked about when we sailed through it. None of us had seen it from a ship before."

From there, the vessel sailed through the St. Lawrence Seaway to Montreal, completing the voyage in just under three days, where offloading took approximately 30 hours. In less than five hours, the ship was loading ore for the trip back to Lake Erie.

The other SIU members who sailed aboard the *American Mariner* to Montreal and back included from the deck department AB/Wheelmen Kenneth Bluit, Joseph Kelly and Richard Lund; AB/Watchmen David Barber, Robert Wagoner and Jeffrey Stockman; and Deckhands Edward Martin and Mohamed Shaibi.

Engineer members consisted of Conveyorman Myron Johnston, Gateman Musid El Modhji, QMEDs Thomas Tucker, Kassim Abdulla and Masood Elgirsh and Wiper Mohsin Harhara. Taking care of business in the galley were Second Cook Dawn Weymouth and Porter Edward Ringsred.



The *American Mariner* passes through a lock in the Welland Canal during its historic cargo preference grain voyage to Montreal.



Ready to shift barrels of oil are Wiper Mohsin A. Harhara (left) and QMED Kassim S. Abdulla.



Coming up from the engine room is Gateman Musid "Art" El Modhji.



Tightening hatch covers on the *American Mariner* is Deckhand Mohammed Shaibi.

Piney Point Graduate Saves Life of Mariner

The first aid and lifesaving techniques taught at the Harry Lundeberg School of Seamanship are important skills which contribute to the safety and well-being of Seafarers and the vessels on which they sail. SIU members who perfect these skills at the Lundeberg School never know when they may be called on to put such knowledge into practice.

For Wiper Anthony Niekrasz, it was only four months after graduating from Piney Point and signing on his first ship, the *USNS Silas Bent*, that these imperative skills came into play.

On July 22, Niekrasz and OS



Wiper Anthony Niekrasz was able to put into practice the skills he had learned at the Lundeberg School.

Ray Gayton were enjoying time off their ship at a seaman's center in Dubai, when Niekrasz noticed one of the fellow mariners drowning after diving into the swimming pool.

"I knew there was trouble when he didn't come up out of the water right away. I dove in and brought him to the side and rolled him up out of the pool. He was out for a few seconds and then came to," the wiper told a reporter from the *Seafarers LOG*.

"I remembered everything that I learned in my classes at Piney Point about life saving and reviving a person who has come close to drowning. I immediately rolled him on his side and he came to quickly, so [additional first aid attention was not needed]. I would have been prepared though," Niekrasz recalled.

The mariner that Niekrasz rescued sailed aboard the *American Osprey*, which was in dry-dock in Dubai.

"I didn't know the guy—only that he was a seafarer too and he was in trouble. I had to help him out," the March Piney Point graduate stated. "He was very grateful and happy, and it felt good knowing I played a part in saving another seaman's life. We hung out for a while and mainly he just kept telling me how grateful he was," he added.

Brother Niekrasz sailed aboard the *Silas Bent* until signing off on July 31. He is planning to upgrade to fireman, oiler and watertender in the fall classes at the Paul Hall Center.



AB Watchman Jeffrey Stockman keeps an eye on deck operations during a recent voyage on the *American Mariner*.



QMED Masood Elgirsh was an engine room member aboard the history-making voyage.



QMED Dave Cameron operates the engine room control board.



LEFT The *American Republic* begins its journey up the Cuyahoga River in Cleveland with a load of ore.



Overseeing docking operations on deck is Bosun Terry Henrietta.

Perpetual Motion

Seafarers Stay On-the-Go Aboard *American Republic*

From the snows of February to the summer sun of August, Seafarers aboard the *American Republic* have maintained the ship's steady run on Lake Erie during the 1993 shipping season.

The 635-foot self-unloader was called into duty a month earlier than normal this year because of a need to transport ore to a steel mill in Trenton, Mich. A mild winter in the region kept the Lakes from freezing over, thus allowing the vessel to complete the mission.

Crewmembers reported the additional time on the Lakes has had no effect on them.

"So far, it's been a great year," noted AB/Wheelsman **Brendan Murphy**. "We've kept busy all season."

"This crew has done a great job this year," added Bosun **Terry Henrietta**. "This vessel is in constant motion, so we have to stay alert for any problems that would throw off our schedule."

Except for special loads, the American Steamship Company vessel keeps a regular run of carrying ore from Lorain, Ohio to Cleveland—a distance of 40 miles. The ship averages a roundtrip every 24 hours depending on weather conditions and river traffic.

The *American Republic* was specially built in 1981 to deliver ore to steel plants along the winding Cuyahoga River in Cleveland.



On deck to inspect the conveyor rollers is Conveyorman Rick Springs.



Listening to a discussion in the galley is QMED Lonnie Brooks.



AB/Watchman Eugene Repko maintains a presence on deck.



Ready to go ashore is Second Cook Harry Petersen.



AB/Wheelsman Brendan Murphy handles dockside adjustments from the deck control room.



Deckhand Dave Gapske makes his way to shore in the landing chair.



Peering at dock activities from the *American Republic's* port gate is Wiper Hamid Hizam.

AMO President Ray McKay Passes Away



Since the BME merged with the MEBA in 1959, Ray McKay served as an officer in the union's national organization. From the left are Jesse Calhoun, retired National MEBA president; McKay, who most recently served as an executive vice president; and Gordon Ward, National MEBA president.

Continued from page 5

their homes during Hurricane Andrew last year.

McKay also represented American seagoing workers at meetings of the International Transport Workers Federation (ITF), the world organization of independent unions representing workers in all sectors of transportation.

John Bowers, president of the International Longshoremen's Association, who also serves as an executive board member of the ITF, worked with McKay in an effort to bring the concerns of American maritime labor to the world body's attention.

"His contributions to his membership and to all maritime workers in the free world were enormous. His memory will

long endure," Bowers noted.

McKay, a forward-looking trade unionist and a remarkable strategist, "was a very effective fighter for maritime," said Herb Brand, the chairman of the board of directors of the Transportation Institute, an education and policy organization representing American-flag shipping operators.

Brand, who previously had been associated with the SIU, knew McKay for more than 40 years. "He never hesitated to participate in any effort designed to improve the condition of the industry.

"He served the industry and his membership very well, and he made a great contribution."

McKay is survived by his wife of 50 years, Dolly; three sons — Michael, Thomas and Robert; a daughter, Cecilia Ann; a brother; 15 grandchildren and four great-grand children.

He was buried in Orangetown, N.Y.



Ray McKay, a trade unionist who believed in assisting other workers in their efforts to attain job security, dedicated himself to building a South Florida-affiliate of the AFL-CIO Maritime Trades Department. In 1991, he received a charter for the Greater South Florida Maritime Trades Council from MTD (and SIU) President Michael Sacco.

McKay's Legacy Includes School Of Engineering and Navigation

Ray McKay, the longtime American Maritime Officers (AMO) District 2 MEBA president who passed away on August 9, leaves a legacy of numerous and important contributions to the American merchant marine.

One of those contributions, of which McKay was especially proud, is the AMO School of Marine Engineering and Navigation, which he founded in 1966.

The original school was located on the fifth floor of the old SIU headquarters building in Brooklyn, N.Y. But within a year, the officers had outgrown the space and moved to a five-story building next door.

In 1967 the school provided sealift training in direct response to America's need for qualified seamen to take part in the Vietnam War. The curriculum subsequently expanded, year after year.

In 1982, the union purchased property in Dania, Fla. and relocated the school to a three-story

building there. A fourth floor was added two years ago, and the school remains as part of AMO headquarters in Dania.

Nowadays, about 40 courses are available at the school, with titles such as Refrigeration, Air Conditioning & Refrigerant Recovery System Training; Maritime Law Training; Radar Certification and Re-Certification; Health and Safety Hazardous Material Spill Response Training; and many others.

The newest feature of the school is the Simulation Training and Research (STAR) Center. Conceived and fostered by McKay, the STAR Center opened earlier this year and is regarded as the world's most advanced ship simulator system.

When the STAR Center opened, McKay said, "Shipowners and operators and insurers understand that a highly skilled manpower complement is what makes a ship safe, efficient and profitable, and that's what STAR Center

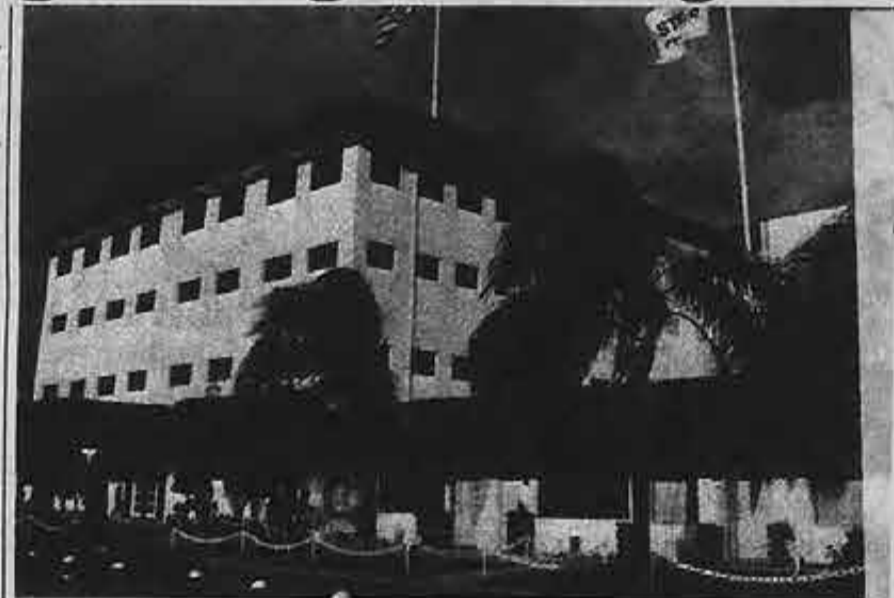
promises."

In remembering McKay, SIU President Michael Sacco said, "This great school is testimony to his determination and deep belief in the future of American-flag shipping. He never accepted defeat. He always planned for tomorrow."

Using highly advanced, computer-driven graphics, STAR can recreate the operation of any vessel under any conditions in all ports and waterways throughout the world.

Other features include:

- The world's only 360-degree-view training bridge.
- A 247-degree-view rotating docking bridge for close maneuvers.
- Three navigation radar/ARPA simulators.
- Slow-speed and medium-speed diesel engine simulators.
- A liquid cargo simulator.
- Day and night navigation.
- Climate conditions such as wind, currents, fog, rain and snow.
- Remote instruction with video and radar monitors.



Since the mid-1960s, McKay developed a premier maritime training program now housed in the union's headquarters complex in Dania.

- Video playback for review.
 - Aerial tracking of plotted courses.
- STAR also has programs available in emergency response drills, restricted visibility piloting, tug-barge operations, coastal piloting and more.

The center also may be used

for military training such as convoy operations and underway replenishment. In many cases, training at the center counts as Coast Guard-certified sea time. For example, in two weeks, a second mate can earn 60 days of sea time toward the position of chief mate.



The STAR Center opened earlier this year at the AMO school in Dania, Fla. Conceived and fostered by Ray McKay, the STAR Center has a number of high-tech features.

Dispatchers' Report for Deep Sea

JULY 16 — AUGUST 15, 1993

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	31	20	6	17	19	2	11	58	38	11
Philadelphia	1	11	7	1	9	0	5	1	13	8
Baltimore	1	9	1	3	6	1	2	4	13	2
Norfolk	20	25	5	11	6	4	3	31	40	7
Mobile	14	25	4	6	14	2	2	19	32	6
New Orleans	33	20	10	21	23	1	2	43	35	12
Jacksonville	27	19	5	24	22	2	10	50	39	9
San Francisco	26	17	3	14	15	1	8	50	38	12
Wilmington	13	15	7	14	13	1	7	30	27	11
Seattle	17	15	1	12	14	1	7	46	48	9
Puerto Rico	7	2	3	8	1	0	3	16	4	6
Honolulu	4	16	15	4	12	6	3	8	24	18
Houston	16	34	5	15	26	5	4	42	45	14
St. Louis	0	2	0	0	4	0	0	1	0	0
Piney Point	0	5	0	0	9	0	1	1	2	0
Algonac	0	0	0	0	0	0	0	0	1	0
Totals	210	235	72	150	193	26	68	400	399	125
ENGINE DEPARTMENT										
New York	20	17	2	12	5	2	4	40	37	5
Philadelphia	4	5	1	3	0	0	0	3	12	2
Baltimore	6	7	1	2	8	1	0	12	9	1
Norfolk	7	16	4	3	5	2	3	13	24	8
Mobile	10	10	0	8	5	0	0	16	20	0
New Orleans	13	13	7	9	10	2	3	27	29	10
Jacksonville	18	22	5	10	17	7	5	27	37	10
San Francisco	12	21	1	7	7	0	5	31	41	5
Wilmington	6	14	5	3	9	1	1	18	20	7
Seattle	14	14	4	11	13	1	14	29	18	4
Puerto Rico	7	1	0	5	1	0	1	10	1	1
Honolulu	3	12	8	1	10	6	7	6	20	9
Houston	11	14	2	12	6	2	7	25	36	2
St. Louis	0	1	0	0	1	0	0	1	1	0
Piney Point	3	15	3	1	3	0	0	5	19	3
Algonac	1	0	0	0	0	0	0	1	2	0
Totals	135	182	43	87	100	24	50	264	326	67
STEWARD DEPARTMENT										
New York	15	16	1	9	7	0	6	27	19	2
Philadelphia	1	3	0	2	4	0	1	3	3	0
Baltimore	2	1	0	2	0	0	1	4	2	0
Norfolk	16	7	1	9	8	1	3	15	7	3
Mobile	10	5	0	6	3	0	2	15	11	0
New Orleans	8	8	0	11	4	0	3	13	16	2
Jacksonville	6	6	2	11	3	2	3	23	11	1
San Francisco	33	9	0	24	1	0	10	74	28	2
Wilmington	15	2	1	4	2	0	5	25	8	1
Seattle	20	6	1	16	1	1	6	37	11	3
Puerto Rico	1	1	1	1	0	0	0	7	1	2
Honolulu	12	22	14	11	15	10	51	15	37	15
Houston	16	4	0	10	6	0	7	20	5	2
St. Louis	1	0	0	1	0	0	0	1	2	0
Piney Point	3	8	0	0	4	0	1	3	11	1
Algonac	1	0	0	1	0	0	0	0	0	0
Totals	160	98	21	118	58	14	99	282	172	34
ENTRY DEPARTMENT										
New York	11	38	15	2	22	3	0	26	76	35
Philadelphia	2	4	3	0	2	2	0	2	3	6
Baltimore	0	8	2	0	4	1	0	1	12	2
Norfolk	10	28	5	5	7	6	0	11	42	12
Mobile	1	14	0	1	7	1	0	0	23	0
New Orleans	10	17	7	8	11	0	0	12	34	19
Jacksonville	2	12	5	4	13	2	0	4	28	12
San Francisco	13	25	15	7	3	1	0	32	50	26
Wilmington	10	13	6	3	3	0	0	12	25	13
Seattle	9	9	2	8	8	0	0	15	23	10
Puerto Rico	6	6	2	1	4	0	0	7	12	10
Honolulu	7	52	96	5	50	94	0	8	62	129
Houston	2	9	3	3	11	1	0	2	23	9
St. Louis	0	1	0	0	1	0	0	0	2	0
Piney Point	0	32	2	0	24	1	0	0	26	1
Algonac	0	2	1	0	1	1	0	0	4	0
Totals	83	270	164	47	171	113	0	132	445	284
Totals All										
Departments	588	785	300	402	522	177	217	1,078	1,342	510

* "Total Registered" means the number of men who actually registered for shipping at the port last month.
 ** "Registered on the Beach" means the number of men registered at the port at the end of last month.
 A total of 1,318 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,318 jobs shipped, 402 jobs or about 30 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From July 16 to August 15, 1993, a total of 217 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 19,332 jobs have been shipped.

October & November 1993 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point
 Tuesday: Monday: October 4, November 8
New York
 Tuesday: October 5, November 9
Philadelphia
 Wednesday: October 6, November 10
Baltimore
 Thursday: October 7; Friday, November 12*
 * changed by Veterans Day holiday
Norfolk
 Thursday: October 7; Friday, November 12*
 * changed by Veterans Day holiday
Jacksonville
 Thursday: October 7; Friday, November 12*
 * changed by Veterans Day holiday
Algonac
 Friday: October 8, November 12
Houston
 Monday: October 11, November 15
New Orleans
 Tuesday: October 12, November 16
Mobile
 Wednesday, October 13, November 17
San Francisco
 Thursday: October 14, November 18
Wilmington
 Monday: October 18, November 22
Seattle
 Friday, October 22, November 26
San Juan
 Thursday: October 7; Friday, November 12*
 * changed by Veterans Day holiday
St. Louis
 Friday: October 15, November 19
Honolulu
 Friday: October 15, November 19
Duluth
 Wednesday, October 13, November 17
Jersey City
 Wednesday: October 20, November 24
New Bedford
 Tuesday: October 19, November 23
 Each port's meeting starts at 10:30 a.m.

Personals

JOHN CLAYTON ATKINSON

If you were born on August 2, 1949 and are the half-brother of Suzanne Couch, you may contact her directly at: 11505 Highview Drive, Austin, Texas 78750, or you may convey a message for her by contacting Mrs. Mildred Collier at The Salvation Army, 1424 Northeast Expressway, Atlanta, GA 30329; (404) 728-1300.

ARTHUR RATHJENS

Please contact your old friend Larry Caffin at 26 Primrose Avenue, Scarsdale, NY 10583.

The One That Didn't Get Away



George Koulouris, cook/baker aboard the *Cpl. Louis J. Hauge*, does a little fishing in Diego Garcia and comes up with enough tuna for the crew's dinner (plus some leftovers).

**Seafarers International
Union Directory**

Michael Sacco
President
John Fay
Secretary-Treasurer
Joseph Sacco
Executive Vice President
Augustin Tellez
Vice President Collective Bargaining
George McCartney
Vice President West Coast
Roy A. "Buck" Mercer
Vice President Government Services
Jack Caffey
Vice President Atlantic Coast
Byron Kelley
Vice President Lakes and Inland Waters
Dean Corgey
Vice President Gulf Coast

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

ALGONAC
520 St. Clair River Dr.
Algonac, MI 48001
(313) 794-4988

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

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

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

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

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

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

MOBILE
1640 Dauphin Island Pkwy.
Mobile, AL 36605
(205) 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
675 Fourth Ave.
Brooklyn, NY 11232
(718) 499-6600

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

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

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

PORT EVERGLADES
2 West Dixie Highway
Dania, FL 33004
(305) 921-5661

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
(809) 721-4033

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

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

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

Dispatchers' Report for Great Lakes

JULY 16 — AUGUST 15, 1993

Port	CL—Company/Lakes			L—Lakes			NP—Non Priority		
	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	24	7	0	35	12	0	11	3
ENGINE DEPARTMENT									
Algonac	0	14	6	0	28	5	0	13	10
STEWARD DEPARTMENT									
Algonac	0	4	0	0	8	5	0	2	0
ENTRY DEPARTMENT									
Algonac	0	17	10	0	8	5	0	8	12
Totals All Departments	0	59	23	0	79	27	0	34	25

* "Total Registered" means the number of men who actually registered for shipping at the port last month.

Dispatchers' Report for Inland Waters

JULY 16 — AUGUST 15, 1993

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
DECK DEPARTMENT									
Atlantic Coast	6	0	0	3	0	0	47	2	0
Gulf Coast	9	1	14	2	1	6	12	4	33
Lakes & Inland Waters	16	0	0	9	0	0	33	0	0
West Coast	2	1	17	79	0	25	4	1	55
Totals	33	2	31	93	1	31	96	7	88
ENGINE DEPARTMENT									
Atlantic Coast	1	0	0	1	0	0	3	1	0
Gulf Coast	4	0	3	1	0	0	4	2	9
Lakes & Inland Waters	13	0	0	3	0	0	22	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	18	0	3	5	0	0	29	3	9
STEWARD DEPARTMENT									
Atlantic Coast	1	0	0	0	0	0	4	0	0
Gulf Coast	1	0	4	0	1	3	1	1	9
Lakes & Inland Waters	2	0	0	1	0	0	6	0	0
West Coast	1	0	3	3	0	3	2	1	5
Totals	5	0	7	4	1	6	13	2	14
Totals All Departments	56	2	41	102	2	37	138	12	111

* "Total Registered" means the number of men who actually registered for shipping at the port last month.

** "Registered on the Beach" means the total number of men registered at the port at the end of last month.

**SU
BULLETIN
BOARD**

**SOCIETY SEEKS
TUGBOAT PHOTOS
AND INFORMATION**

The Tugboat Enthusiasts Society is seeking photographs, stories and other materials concerning tugs that are plying or have sailed on America's waterways.

The Society is dedicated to preserving the heritage of tugboating in the United States and sharing its wealth of information with people fascinated by the history and current affairs of the tugboat industry.

For more information on the organization, contact Joseph P. DeMuccio at the Tugboat Society of America, Bayview, 308 Quince Street, Mount Pleasant, SC 29464.

**MARKING THE
50th ANNIVERSARY
OF WORLD WAR II**

New York City, long a major gateway for the United States, continued to play a vital role during World War II. Hundreds of convoys were built, loaded and manned in New York's port.

The South Street Seaport Museum and The Seamen's Church Institute will mark the 50th anniversary of World War II with programs commemorating the role of New York's World War II-era port workers and merchant seamen.

Veteran Seamen's Sunday, Nov. 7 at the South Street Seaport Museum—A day of activities honoring those who prepared and manned merchant vessels during the war will include a harbor cruise, buffet lunch and museum

demonstrations. (Admission: museum - \$6; cruise - \$12; lunch - \$12; \$25 veteran's package includes museum, cruise and lunch. Pre-registration is required for the package.) Tickets are available at museum's Visitors Center, 12 Fulton Street. Reservations may be made by calling (212) 669-9416.

Storytelling Session: Remembering the Port of New York During WWII, November 11—Four who labored at sea and on shore will recount all manner of maritime activity, keeping their memories alive using the oral tradition of seafarers worldwide. They include a merchant seaman, longshoreman and two female shipbuilders. Free admission at the Seamen's Church Institute, 241 Water St.

**ATTENTION: MEMBERSHIP -
PORT OF SEATTLE**

Virginia Mason Clinic will offer flu shots and blood draws for benzene tests on Wednesday, November 10, between the hours of 9:00 - 11:30 a.m. and 1:00 - 3:30 p.m. at the Seattle hall, located at 2505 1st Avenue.

Any member interested in using this benefit should call the hall between 9:00 a.m. and 4:00 p.m. on November 8 or November 9; (206) 441-1960.

In order to utilize this benefit, a member must qualify under the rules of the plan (including proof of 120 days seetime in 1992 and 1 day of employment in the last six months).

UPDATE YOUR ADDRESS

If you recently moved or changed your name, it is necessary to have your correct address on file with the Seafarers Vacation Plan.

If you have not yet notified the union, go to your nearest union hall and fill out a change of address form or send your new address (along with your name, book number and social security number) to: Address Control, Seafarers International Union, 5201 Auth Way, Camp Springs, MD 20746.

To Our New Pensioners ... Thanks for a Job Well Done

Each month in the Seafarers LOG, the names of SIU members who recently have become pensioners appear with a brief biographical sketch. These men and women have served the maritime industry well, and the SIU and all their union brothers and sisters wish them happiness and health in the days ahead.

Two members who graduated from the union's top training programs in the steward and deck departments at the Harry Lundeberg School of Seamanship are among the 20 mariners who retired last month as announced by the Seafarers Welfare Plan.

Brother David Atkinson graduated from the bosun recertification course in 1973 while Brother Revels Poovey completed the steward recertification course in 1985.

A total of 11 members signing off from their seagoing careers sailed in the deep sea division while 6 were aboard inland vessels and 3 worked on the Great Lakes.

Ten Seafarers who are beginning their retirements served in the U.S. armed forces: three in the Army, three in the Navy, two in the Air Force and two served in both the Army and Navy.

Three of those signing off are beginning their retirements in Washington while two each reside in Maryland and Texas. The remaining merchant mariners have made their homes in Missouri, West Virginia, Hawaii, New Jersey, North Carolina, Florida, Alabama, Louisiana, Ohio, Wisconsin, Michigan, Norway and the Philippines.

Brief biographical sketches of Brothers Atkinson and Poovey, as well as the others, follow.

DEEP SEA



WILBER ADAMS, 65, joined the SIU in 1975 in the port of Wilmington, Calif. A native of

Springfield, Miss., he sailed in the deck department. Brother Adams upgraded at the Lundeberg School frequently. He served in the U.S. Navy from 1945 to 1949 and the U.S. Army from 1950 to 1972. Brother Adams still calls Springfield home.

DAVID ATKINSON, 56, joined the SIU in 1962 in the port of Seattle. Born in Bellingham, Wash., he completed the bosun recertification program at the Lundeberg School in 1973. Brother Atkinson served in the U.S. Navy from 1956 to 1958. He resides in Spokane, Wash.



ALEXANDER BECKER, 65, joined the union in 1949 in the port of New York. A

Connecticut native, he sailed in the engine department. Brother Becker upgraded at Piney Point in 1975. Brother Becker retired to Seattle.

MARTIN DALE, 66, joined the SIU in 1964 in the port of Seattle. A native of Norway, he sailed in the engine department. Brother Dale resides in Norway.

RICHARD GLAZE, 63, joined the union in 1946 in his native Baltimore. He sailed in the engine



department. Brother Glaze upgraded at the Lundeberg School in 1978. He still calls Baltimore home.

SANTIAGO KINANAHAN, 69, joined the Seafarers in 1969 in the port of Seattle. Born in the Philippines, he sailed as a chief cook. Brother Kinanahan served in the U.S. Army from 1942 to 1946. He resides in Seattle.

EDGEL LUZIER, 64, joined the SIU in 1946 in the port of Baltimore. A Richwood, W. Va. native, he sailed in the deck department. Brother Luzier upgraded at Piney Point frequently. He retired to Camden-Gauley, W. Va.



BONIFACIO PALMA, 72, joined the Seafarers in 1968 in the port of San Francisco. Born in the

Philippines, he sailed in the steward department. Brother Palma served in the U.S. Navy from 1945 to 1965. He lives in Metro Manila, Philippines.

REVELS POOVEY, 67, joined the union in 1968 in the port of San Francisco. A native of Gastonia,



N.C., he completed the steward recertification program at the Lundeberg School in 1985. Brother Poovey served in the U.S. armed forces from 1943 to 1946. He resides in Houston.



RICHARD RIGNEY, 65, joined the SIU in 1962 in the port of New York. Born in Baltimore, he

sailed in the deck department. Brother Rigney calls Falkston, Md. home.

HERBERT WON, 65, joined the Seafarers in 1955 in the port of New York. A native of Honolulu,



he sailed in the deck department. Brother Won still calls Honolulu home.

INLAND



FREMONT ANDERSON, 55, joined the union in 1969 in the port of Philadelphia. Born

in New Jersey, he sailed in the engine department. Boatman Anderson served in the U.S. Army from 1956 to 1958. He resides in Berlin, N.J.

JOHN FRANKLIN JR., 68, joined the SIU in 1979 in the port of Norfolk,



Va. Born in Miami, he sailed in the steward department. Boatman Franklin served in the U.S. Navy from 1942 to 1964. He retired to Corapeake, N.C.

LOLA PINKSTON, 65, joined the Seafarers in 1981 in the port of Paducah, Ky. A native of Norfolk, Ark., she sailed in the steward department. Boatwoman Pinkston resides in Melbourne, Fla.

CLARENCE ROBINSON, 65, joined the union in 1974 in the port of Mobile, Ala. A Mississippi native, he sailed as a chief engineer. Boatman Robinson served in the U.S. Army from 1952 to 1957. He lives in Perdido, Ala.



JAMES TODD III, 54, joined the SIU in 1964 in the port of New Orleans. Born in Amite, La.,

he sailed as a captain. Boatman Todd upgraded at Piney Point in 1973. He served in the U.S. Air Force from 1958 to 1962. He calls Denham Springs, La. home.

ROBERT TRAHAN, 50, joined the Seafarers in 1975 in the port of Port Arthur, Texas. A Nederland, Texas native, he sailed in the deck department. Boatman Trahan still calls Nederland home.

GREAT LAKES

LEWIS DIEHL, 58, joined the union in 1954 in the port of Alpena, Mich. A native of West Virginia, he sailed as a wheelsman. Brother Diehl retired to New Matamoras, Ohio.



berta, Mich. A Michigan native, he sailed as a cook. Brother Kahl resides in Manitowoc, Wis.



ROBERT MCCARL, 62, joined the Seafarers in 1961 in the port of Chicago.

Born in Ashland, Wis., he sailed as a dredgeman. Brother McCarl served in the U.S. Air Force from 1950 to 1954. He retired to Ludington, Mich.

LEO KAHL, 65, joined the SIU in 1954 in the port of EL-

The Holiday Season Is Just Around the Corner

One feature in the Seafarers LOG that has been extremely well received over the past two years is the inclusion of holiday greetings in the December issue. Active and retired Seafarers—as well as their family members—are invited to send their greetings to friends, shipmates and loved ones through the pages of the LOG.

The procedure is simple. In 25 words or less (and in your neatest PRINTING possible), write the message in the space provided below. All (legible) greetings that are written in the holiday spirit will be included in the December 1993 issue of the Seafarers LOG, if they are received in time.

The deadline for receipt of the holiday messages is Friday, November 12, 1993. Send them by mail to the Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746.

After November 1, facsimile copies will be accepted. The fax number is (301) 702-4407.

Forms also may be filled out in any union hall and turned in to the official at the counter—or may be given to the boarding patrolman at a vessel's payoff.

Holiday Message

(PLEASE PRINT OR TYPE)

To: _____

From: _____

Message: _____

Check the block which describes your status with the SIU:

Active Seafarer Family Member of Active Seafarer

Retired Seafarer Family Member of Retired Seafarer

Send your greeting to the Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746. The greeting should be received at the LOG office by Friday, November 12, 1993.

Digest of Ships 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.

FRANCES HAMMER (OCCI), March 14—Chairman **Richard Wilson**, Secretary **Steven Parker**, Educational Director **Denny Burns**, Deck Delegate **William Powell**, Engine Delegate **George Demetropoulos**. Chairman discussed contract negotiations and urged members to submit recommendations to contracts department. Secretary thanked entire crew for helping keep mess halls and galley clean. Educational director urged members to upgrade at Piney Point. Treasurer reported \$477 in ship's fund and announced educational films will be purchased next port. No beefs or disputed OT reported. Crew asked contracts department to look into several items including permission for New Bedford, Mass. union hall to provide clinic cards and drug testing for deep sea members, a change in shipping rules regarding time at sea and explanation of policy regarding maximum OT per voyage. Chairman asked contracts department to send vessel safety information. Steward thanked Chief Cook **Dadang Rashidi** for excellent meals and keeping galley spotless. Next port: Rotterdam.

SEA-LAND QUALITY (Sea-Land Service), April 18—Chairman **Carmine Bova**, Secretary **T.J. Smith**, Educational Director **Gerald Payne**, Deck Delegate **William Dillon**, Engine Delegate **Edward Trester**, Steward Delegate **Louis Lightfoot**. Chairman announced arrival in Boston and payoff in Elizabeth, N.J. Educational director reminded members to upgrade skills at Lundeberg School. No beefs or disputed OT reported. Chairman reminded crew to rewind tapes and help keep recreation room tidy.

WESTWARD VENTURE (IOM), April 29—Chairman **M.W. Kaddery**, Secretary **R.B. Sanderson**, Educational Director **Cris Cunningham**, Steward Delegate **Steve Soofi**. Chairman reported smooth sailing. Educational director encouraged members to upgrade at Paul Hall Center and donate to SPAD. No beefs or disputed OT reported. Crew reported *Seafarers LOGs* received. Crew gave vote of thanks to steward department. Chairman reminded crewmembers to keep lounge clean because it is home while aboard ship. Next port: Anchorage, Alaska.

CLEVELAND (Sealift Inc.), May 7—Chairman **F. Khan**, Secretary **R. Linasan**, Educational Director **J. Barry**, Deck Delegate **David Gasoutte**, Engine Delegate **Dion Pappas**, Steward Delegate **Mike Vinca**. Chairman thanked crewmembers for job well done. Secretary thanked crew for keeping ship clean. Educational director congratulated Piney Point upgraders and advised all members to upgrade skills at Lundeberg School. Treasurer reported ship's fund used to purchase new movies in San Francisco. No beefs or disputed OT reported. Crew reported urgent need for mail service in every port. Crew asked contracts department for clarification regarding OT for carriage of explosive cargo and making potable water in port. Crew also had questions about coverage of medical expenses overseas. Next port: Pusan, Korea.

GALVESTON BAY (Sea-Land Service), May 31—Chairman **Jim Hassan**, Secretary **C. Scott**, Educational

Director **P. Kanaous**, Deck Delegate **Daniel Miller**, Engine Delegate **Ellis Young**. Chairman reminded members to donate to SPAD and announced payoff. Educational director reported smooth sailing. No beefs or disputed OT reported. Crew gave vote of thanks to galley gang for clean ship and very clean mess rooms and galley.

OMI CHARGER (OMI), May 5—Chairman **G. Beverly**, Secretary **Neville Johnson**, Educational Director **M.R. Williams**, Deck Delegate **Clemente Roche**, Engine Delegate **A. Craig**, Steward Delegate **Leon Grant**. Chairman announced new washing machine will be brought aboard in Florida. Educational director urged members to upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Crew held discussion on Seafarers Welfare Plan. Next port: Port Everglades, Fla.

OMI MISSOURI (Vulcan Carriers), May 23—Chairman **C. Gutierrez**, Secretary **C. Kreiss**, Deck Delegate **Charles Parman**, Engine Delegate **B. Magliano**, Steward Delegate **Abdul Aziz**. Chairman announced smooth trip and payoff in Mobile, Ala. Treasurer reported \$50 in ship's fund. Deck delegate and engine delegate reported disputed OT. No beefs or disputed OT reported by steward delegate. Chairman reported starboard gangway needs repair and asked crewmembers to help keep ship clean.

OVERSEAS VALDEZ (Maritime Overseas), May 28—Chairman **Frank Cottogin**, Secretary **T. Laffitte**, Educational Director **E. Macom**, Deck Delegate **K. McLamb**, Engine Delegate **Guadalupe Garza**, Steward Delegate **Carlos Arauz**. Crew reported new vent for dryer needed. Beef reported by deck delegate. No beefs or disputed OT reported by engine or steward delegate. Crew asked contracts department to look into amending shipping rules regarding time at sea. Next port: Tampa, Fla.

SEA-LAND ACHIEVER (Sea-Land Service), May 30—Chairman **James E. Davis**, Secretary **Felipe Orianda**, Engine Delegate **Sheldon Greenberg**, Steward Delegate **Robert Arana**. Chairman informed members of update on contract negotiations. Educational director encouraged members to upgrade at Lundeberg School. Treasurer reported \$45 in movie fund. No beefs or disputed OT reported. Steward delegate reported problems with menu selection. Crew gave vote of thanks to steward department. Galley gang members include Chief Steward **Orlanda**, Chief Cook **Arana** and SA **Jose Santos**. Chairman reminded crewmembers to clean lint off dryer trap before and after use. Next port: Norfolk, Va.

SEA-LAND ATLANTIC (Sea-Land Service), May 16—Chairman **Calvin James**, Secretary **F. Costango**, Educational Director **Kevin DeSue**, Deck Delegate **G. Hernandez**, Steward Delegate **Donald Williams**. Chairman gave vote of thanks to Captain **Tangen** for holding sanitary inspection during homeward voyage. Chairman reported captain rated ship "10." He reminded gangway watch to look out for strangers who may board vessel while in port. Educational director reminded crewmembers to take advantage of upgrading at Piney Point. Deck delegate reported disputed OT.

Steward delegate reported beef and disputed OT. No beefs or disputed OT reported by engine delegate. Crew asked contracts department to look into amending shipping rules regarding time at sea. Crew gave vote of thanks to galley gang.

SEA-LAND CONSUMER (Sea-Land Service), May 30—Chairman **W. Mortier**, Secretary **D'Vaughn Scruggs**, Educational Director **Christopher Earhart**, Deck Delegate **Russell Haynes**, Steward Delegate **Lawrence Carranza**. Educational director announced safety movies available in officers lounge. He reminded members to upgrade at Paul Hall Center to advance in maritime industry. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegate. Crewmembers reported *Seafarers LOGs* received. Next port: Honolulu.

SEA-LAND CRUSADER (Sea-Land Service), May 25—Chairman **Angel Hernandez**, Secretary **R. Evans**, Educational Director **Oswald Bermeo**. No beefs or disputed OT reported. Crew reported *Seafarers LOGs* received. Crew gave vote of thanks to steward and galley gang for job well done. Chairman reminded crew garbage is to be separated into two cans for plastic and paper.

SEA-LAND DEFENDER (Sea-Land Service), May 16—Chairman **G.M. Westphal**, Secretary **John Alamar**, Educational Director **Rolando Gumanis**. Chairman told crew he was happy to join vessel in Kobe, Japan. Chairman reported no word on contract negotiations. Educational director urged members to use upgrading system at Lundeberg School to better self and job skills. Disputed OT reported by deck delegate. No beefs or disputed OT reported by engine or steward delegate. Crew asked contracts department to look into amending shipping rules regarding sea time. Crew asked chairman to look into having captain post a notice prior to inspection and have one unlicensed person present at all times when licensed members enter crew quarters. Next port: Oakland, Calif.

SEA-LAND EXPLORER (Sea-Land Service), May 30—Chairman **Jack Kingsley**, Secretary **W. Burdette**, Educational Director **G. Pollard Lowsley**, Deck Delegate **Edgar Townsend**, Engine Delegate **Robert Lee**, Steward Delegate **Jesse James**. Chairman reminded crewmembers signing off to strip bunks and leave rooms clean. He gave vote of thanks to galley gang for good menus and crew for good trip. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Crew reported *Seafarers LOGs* received and distributed. Crew asked contracts department to look into increased funds for fresh produce on foreign voyages. Next port: Long Beach, Calif.

SEA-LAND INDEPENDENCE (Sea-Land Service), May 1—Chairman **Francis Adams**, Secretary **Nancy Heyden**, Educational Director **Ray John Machaj**, Deck Delegate **Lee Dubany**, Engine Delegate **Saleh Ali**, Steward Delegate **Cecil Gubisch**. Chairman announced letter received from captain. He reported everything running smoothly with no beefs or disputed OT. Chairman thanked SIU President **Michael Sacco**, Secretary-Treasurer **John Fay** and San Francisco Port Agent **Nick Celona** for visiting the ship. He also gave special thanks to **Wilmington, Calif.** Port Agent **George Tricker** for help in resolving beef. Secretary reported smooth sailing. Educational director reminded members to read *Seafarers LOGs* and donate to SPAD. He reported new VCR still needed and urged members to upgrade at Paul Hall Center when opportunity presents itself. Treasurer reported \$95 in ship's fund. No beefs or disputed

OT reported. Crew asked contracts department to look into increasing medical and dental coverage. Crew requested new seat covers for crew lounge and reported sauna door is broken. Crew thanked galley gang for great food and clean ship for entire trip. Next port: Hong Kong.

SEA-LAND INDEPENDENCE (Sea-Land Service), May 9—Chairman **Francis Adams**, Secretary **Nancy Heyden**, Educational Director **Ray John Machaj**, Engine Delegate **Saleh Ali**, Steward Delegate **Cecil Gubisch**. Chairman thanked entire crew for great job. He thanked galley gang for great chow during entire tour and complimented members for keeping clean ship. He also encouraged SPAD donations. Educational director urged crew to read *Seafarers LOGs* and donate to SPAD and MDL. He discussed importance

gave vote of thanks to galley gang for excellent job. Next port: Boston.

SEA-LAND QUALITY (Sea-Land Service), May 23—Chairman **Carmine Bova**, Secretary **T.J. Smith**, Educational Director **Ken Linah**, Deck Delegate **Leo Enhace**, Engine Delegate **Edward Trester**, Steward Delegate **Louis Lightfoot**. Chairman announced arrival in Charleston, S.C. on May 26. Educational director reminded members to upgrade skills at Lundeberg School. No beefs or disputed OT reported. Crew reported letter from headquarters received and requested additional *Seafarers LOGs*. Chairman reminded crewmembers to keep recreation room clean. Crew gave vote of thanks to steward department.

SEA-LAND SPIRIT (Sea-Land Service), May 9—Chairman **Rafael Cle-**

Sailing Time Aboard the Ambassador



AB Joseph McGill updates the sailing board at the loading ramp aboard Crowley's Ambassador.

of upgrading at Lundeberg School. No beefs or disputed OT reported. Chairman reminded crewmembers suggestions for new contract should be turned in to patrolman at payoff. Crew reported shipboard funeral services for SIU brothers **George William Harding** and **Goon Yan Ching**. Next port: Long Beach, Calif.

SEA-LAND NAVIGATOR (Sea-Land Service), May 16—Chairman **Werner Becher**, Secretary **J. Ortega**, Educational Director **Walter Stevens**, Deck Delegate **Sean Daherty**, Engine Delegate **Robert Zurfluh**, Steward Delegate **Napoleon Gavin**. No beefs or disputed OT reported. Crew reported new coffee machine needed in crew lounge and engine room. Next port: Tacoma, Wash.

SEA-LAND PACIFIC (Sea-Land Service), May 23—Chairman **Lothar Reck**, Secretary **R. Mathews**, Educational Director **Steve Bigelow**. Chairman reported no lodging available for crewmembers during shipyard period as of yet. Treasurer reported \$80 in movie fund and \$45 in ship's fund. No beefs or disputed OT reported. Crew reported *Seafarers LOGs* received. Crew asked contracts department for clarification on room cleaning below bridge deck. Crew gave vote of thanks to steward department. Crew discussed using movie fund to get new VCR.

SEA-LAND PERFORMANCE (Sea-Land Service), May 3—Chairman **Ervin Bronstein**, Secretary **Dante Slack**, Educational Director **D.L. Johnson**, Deck Delegate **Carl Sands**, Engine Delegate **Juan Toro**, Steward Delegate **Stephanie Torres**. Chairman announced payoff in Elizabeth, N.J. Educational director urged members to keep accurate record of seetime and encouraged crew to upgrade at Piney Point. No beefs or disputed OT. Chairman read letter from *Seafarers Plans' Administrator Nick Marrone* regarding retirement time. Crew asked contracts department to look into amending shipping rules regarding time at sea. Crew

Secretary **Steve Apodaca**, Educational Director **Charles Henley**, Deck Delegate **Theodore Doi**, Engine Delegate **Phil Parent**, Steward Delegate **Frank Maliga**. Chairman reported smooth sailing. Treasurer reported \$420 in movie fund. No beefs or disputed OT reported. Crew asked contracts department to look into company providing chair on bridge for helmsman. Crew also asked contracts department to clarify cargo hold work in new contract. Crew thanked galley gang for job well done. Crew gave special thanks to **Theodore Doi** for helping keep recreation room clean. Next port: Honolulu.

SEA-LAND TACOMA (Sea-Land Service), May 24—Chairman **A. Eckert**, Secretary **F. Sison**, Educational Director **C. Piper**, Steward Delegate **William Wales**. Educational director reminded members to donate to SPAD and take advantage of upgrading opportunities at Paul Hall Center. Treasurer reported \$700.50 in ship's fund. No beefs or disputed OT reported. Crew gave vote of thanks to steward department for good meals. Next port: Tacoma, Wash.

SEA-LAND TRADER (Sea-Land Service), May 30—Chairman **Loren Watson**, Secretary **Joe Johnson**, Educational Director **R.W. Risbeck**. Educational director urged members to upgrade at Lundeberg School. Treasurer reported \$100 in ship's fund. No beefs or disputed OT reported. Crew gave galley gang vote of thanks for job well done on salad bar and excellent food.

SEALIFT CHINA SEA (IMC), May 15—Chairman **Anthony Zizzo**, Secretary **Martin Pak**. Chairman discussed importance of Piney Point and encouraged members to upgrade. Secretary announced 15-day order of stores expected next port. No beefs or disputed OT reported. Crew gave special thanks to galley crew for smiles along with good food. Next port: Long Beach, Calif.

Continued on page 20

Final Departures

DEEP SEA

WILLIE ALBERT



Pensioner Willie Albert, 67, passed away July 5. Born in South Carolina, he joined the Seafarers in 1951 in the port of New York. Brother Albert sailed in the steward department. He upgraded at the Lundeberg School in 1981. Brother Albert served in the U.S. Army from 1952 to 1954. He began receiving his pension in September 1985.

HERBERT BRANDON

Pensioner Herbert Brandon, 86, died May 13. A native of Glens Ferry, Idaho, he joined the Marine Cooks and Stewards in 1937 in the port of San Francisco, before that union merged with the Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD) of the SIU. Brother Brandon retired in July 1968.

LICHECTA BUTLER



Lichecta Butler, 21, passed away July 14. Born in Louisiana, he graduated from the Harry Lundeberg School of Seamanship in 1992. Brother Butler sailed in the steward department.

ERIC DAHL

Pensioner Eric Dahl, 85, died June 27. A native of Sweden, he joined the Seafarers in 1951 in the port of New York. Brother Dahl sailed in the engine department. He began receiving his pension in January 1975.

LAWSON EVANS

Pensioner Lawson Evans, 87, passed away July 28. Born in Washington, D.C., he joined the union in 1944 in the port of New York. Brother Evans sailed in the engine department. He served in the U.S. Army from 1941 to 1942. Brother Evans began receiving his pension in June 1969.

JUAN HOPKINS



Pensioner Juan Hopkins, 79, passed away August 3. Born in Puerto Rico, he joined the Seafarers in 1942 in the port of New York. Brother Hopkins sailed in the engine department. He began receiving his pension in November 1979.

WILLIAM JEFFERSON



William Jefferson, 50, died July 12. A Tulsa, Okla. native, he joined the union in 1963 in the port of Houston. Brother Jefferson

completed the bosun recertification program at the Lundeberg School in 1976. He served in the U.S. Navy from 1960 to 1962.

KOSTA HATGIMISIOS

Pensioner Kosta Hatgimios, 73, died August 1. A native of Nor-

wich, Conn., he joined the SIU as a charter member in 1939 in the port of Providence, R.I. Brother Hatgimios sailed in the steward department. He retired in November 1973.

LEARTHUR JORDAN



Learthur Jordan, 46, passed away July 31. He joined the SIU in 1970 in his native Mobile, Ala. Brother Jordan sailed in the steward department. He upgraded to chief cook at Piney Point in 1989.

EVERETT MAXWELL

Pensioner Everett Maxwell, 78, died July 20. Born in Springfield, Mass., he joined the Seafarers in 1956 in the port of Baltimore. Brother Maxwell sailed in the engine department. He began receiving his pension in February 1980.

WILLIAM MCRAE



Pensioner William McRae, 95, passed away June 26. A Philadelphia native, he joined the union in 1955 in the port of Seattle. Brother McRae sailed in the steward department. He retired in April 1976.

HENRY NUTTING



Pensioner Henry Nutting, 69, died July 8. Born in Hasselt, Belgium, he joined the SIU in 1965 in the port of Houston. He sailed in the deck department. Brother Nutting recently retired to St. Augustine, Fla.

RAMON ROQUE

Pensioner Ramon Roque, 81, passed away July 18. A Key West, Fla. native, he joined the Seafarers in 1940 in the port of Miami. Brother Roque sailed in the steward department. He began receiving his pension in February 1971.

EUGENIUS SIERADZKI

Pensioner Eugenius Sieradzki, 80, died August 2. Born in Lwow, Poland, he joined the union in 1957 in the port of Philadelphia. Brother Sieradzki sailed in the engine department. Brother Sieradzki served in the Polish army from 1942 to 1949. He retired in October 1973.

RODNEY SIMMONS



Pensioner Rodney Simmons, 73, passed away June 18. He joined the Marine Cooks and Stewards in 1959 in his native New Orleans, before that union merged with the AGLIWD. Brother Simmons began receiving his pension in September 1984.

INLAND

PAUL BILLIOT



Paul Billiot, 53, passed away July 5. He joined the Seafarers in 1971 in his native New Orleans. Boatman Billiot sailed in the deck department.

FRANK BLACHOWICZ

Pensioner Frank Blachowicz, 72, died June 16. A Maryland native, he joined the SIU in 1975 in the port of Norfolk, Va. Boatman Blachowicz sailed in the engine department. He retired in August 1983.

ANTOINE GUIDROZ



Pensioner Antoine Guidroz, 72, died July 10. A native of Leonville-Pt. Barre, La., he joined the Seafarers in 1974 in the port of Houston. Boatman Guidroz sailed as an AB for G & H Towing from 1969 until his retirement in 1985. He served in the U.S. Navy from 1941 to 1945.

EARL JOHNSON

Pensioner Earl Johnson, 66, passed away July 16. Born in Rockingham, N.C., he joined the SIU in 1972 in the port of Norfolk, Va. Boatman Johnson sailed as an engineer. He served in the U.S. Navy from 1944 to 1946. Boatman Johnson began receiving his pension in April 1989.

WOODROW SEWARD



Pensioner Woodrow Seward, 79, died June 19. A native of Galveston, Texas, he joined the Seafarers in 1963 in the port of Port Arthur, Texas. Boatman Seward sailed as an engineer. He retired in October 1977.

WILLIAM WEST



Pensioner William West, 82, passed away May 1. Born in Mathews, Va., he joined the union in 1967 in the port of Philadelphia. Boatman West sailed in the deck department. He began receiving his pension in May 1978.

BERNON DAVIDSON

Pensioner Bernon Davidson, 78, passed away June 29. Born in North Carolina, he joined the union in 1961 in the port of Norfolk, Va. Boatman Davidson sailed as an engineer. He began receiving his pension in March 1983.

GREAT LAKES

JOHN WEGLIAN

Pensioner John Weglian, 81, passed away August 1. A Michigan native, he joined the Seafarers in 1965 in the port of Detroit. He sailed in the steward department.

Brother Weglian retired in August 1974.

JAMES ANDERSON



James Anderson, 49, died June 5. A Michigan native, he joined the SIU in 1978 in the port of Alpena, Mich. Brother

Anderson sailed in the deck department.

MARTIN OZMINA



Pensioner Martin Ozmina, 87, passed away July 25. Born in Illinois, he joined the Seafarers in 1962 in the port of

Chicago. Brother Ozmina sailed in the deck department. He retired in February 1977.

VERNON SAVAGE



Pensioner Vernon Savage, 71, died May 8. A native of Jersey City, N.J., he sailed both as a Great Lakes tugboat

operator and as an inland boatman. Brother Savage served in the U.S. Navy from 1942 to 1948. He began receiving his pension in May 1989.

CLIFFORD THOMAS



Pensioner Clifford Thomas, 79, passed away June 19. Born in Michigan, he joined the union in 1969 in the port of Frankfort,

Mich. Brother Thomas sailed in the deck department. He retired in October 1978.

JOSEPH TURNER



Pensioner Joseph Turner, 66, died May 8. A native of Sault Ste. Marie, Mich., he joined the SIU in 1961 in the port of

Detroit. Brother Turner sailed as a tug linesman with Great Lakes Towing until his retirement in December 1987.

RAILROAD MARINE

WILLIAM LANCZKY



Pensioner William Lanczky, 77, died April 9. A New Jersey native, he joined the Seafarers in 1963 in the port of New

York. Brother Lanczky began receiving his pension in January 1971.

FRANCIS STEWART



Pensioner Francis Stewart, 77, passed away May 9. Born in Brooklyn, N.Y., he joined the union in 1960 in the port of

New York. Brother Stewart served in the U.S. Army from 1934 to 1946. He retired in November 1974.

ATLANTIC FISHERMEN

ANTHONY GALLO



Pensioner Anthony Gallo, 74, passed away June 10. He joined the Seafarers in 1967 in his native Gloucester, Mass. Brother

Gallo sailed as an engineer. He retired in March 1984.

CORRECTION

HERNELL E. EDWARDS



The August edition of the *Seafarers LOG* inadvertently printed incorrect information on **Hernell E. Edwards**. The notice

should have read: Pensioner Edwards, 71, passed away June 16. A Louisiana native, he joined the Marine Cooks and Stewards in 1971 in the port of New Orleans, before that union merged with the AGLIWD. Brother Edwards completed the steward recertification course at the Lundeberg School in 1979. He served in the U.S. Navy from 1941 to 1944. Brother Edwards retired in March 1987.

Max Steen Honored by Seattle Seafarers



Pensioner Max Steen, 83, passed away July 10. Brother Steen had no surviving family when he died, so his SIU brothers and

sisters and friends from Seattle's Jewish community joined together to honor his memory.

Brother Steen was born in Sweden where for many years he was a professional horse breeder and was involved in the European horse racing circuit. He continued to work with horses when he first came to the United States during World War II.

Steen joined the Seafarers in March 1946 in the port of Baltimore. His first ship was the *SS Mission San Antonio*. He began sailing as a steward utility and worked his way up to chief steward.

In 1969, Steen became a naturalized U.S. citizen and changed his name from Steinsapir. After 22 years of sailing, he began his retirement in 1968 in Seattle. He later moved to Piney Point, Md. to live at the Harry Lundeberg School of Seamanship. Several years later he moved back to Seattle.

When Steen died in June, friends provided funeral and memorial services. Six SIU members served as pallbearers and carried Brother Steen to his final resting place.

Ships Digest

Continued from page 18

SENATOR (Crowley American Transport), May 23—Secretary R.T. Seim, Educational Director William Cameron. Crew still waiting for correspondence from headquarters regarding deck beef. Educational director urged members to upgrade at Paul Hall Center and contribute to SPAD and MDL funds. No beefs or disputed OT reported. Crew discussed involvement in political areas of union issues. Crew thanked galley gang for fine varied menus and weekly barbecue cookouts. Steward department thanked entire crew for fine team work in keeping ship very clean. Next port: Port Everglades, Fla.

WESTWARD VENTURE (IOM), May 31—Chairman M.W. Kaddery, Secretary R.B. Sanderson, Educational Director Robert Ohler, Deck Delegate Paul Davis, Engine Delegate Bert Abella, Steward Delegate Steve Soofi. Chairman announced ship to shipyard for 5 days in Tacoma, Wash. Educational director urged members to donate to SPAD and upgrade skills at Piney Point. Crew discussed courtesy in crew lounge with use of VCR and radio. Chairman reminded crew to keep lounge clean.

AMERICAN FALCON (Crowley American Transport), June 19—Chairman Harold Power, Secretary P.J. Zilkow, Educational Director Earnest Cox, Deck Delegate Mike Davis. Educational director reminded members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew gave vote of thanks to steward department for job well done. Crew asked contracts department for explanation of weekend OT conditions.

CONSTELLATION (Maersk Lines), June 18—Chairman B. Shelley, Secretary B. Tyler, Educational Director L. Strong, Deck Delegate Glen Miller II, Steward Delegate F. Umali. Educational director urged members to upgrade skills at Paul Hall Center. Treasurer reported \$600 in ship's fund and announced two tape rewinders will be purchased in Oakland, Calif. for crew lounge. No beefs or disputed OT reported. Crew gave vote of thanks to galley gang for good food. Crew thanked "fishing gang" on Midway Island and stated the six yellow fin tuna and two wahoo they donated to ship were fantastic. Next port: Concord, Calif.

GOPHER STATE (IOM), June 6—Chairman Dan Teichman, Secretary A. Austin, Educational Director M. Arron, Deck Delegate Claude New, Engine Delegate Eric McTinne. Chairman announced date of arrival in Newport News, Va. and reported patrolman will meet vessel. Secretary gave vote of thanks to steward department for fine job and extra efforts putting together barbecues. Educational director urged members to take advantage of upgrading opportunities at Piney Point. No beefs or disputed OT. Crew discussed designating

separate sleeping quarters for day sleepers and watch standers.

ITB GROTON (Sheridan Transportation), June 4—Chairman Neil Matthey, Secretary M. Deloatch, Educational Director J. Carnell, Deck Delegate Brian Fountain, Engine Delegate Pete Murtagh, Steward Delegate Michael Hammack. Chairman announced ship scheduled to lay up in shipyard end of June or beginning of July. Crew gave vote of thanks to company for new couch. Secretary thanked crew for keeping mess room clean at night. Educational director reminded members to upgrade at Paul Hall Center. No beefs or disputed OT reported. Crew reported *Seafarers LOGS* received. Crew gave many thanks to galley gang and deck department for great cookout on Memorial Day.

ITB GROTON (Sheridan Transportation), June 16—Chairman Neil Matthey, Secretary M. Deloatch, Educational Director J. Carnell. Chairman announced ship is scheduled to lay up in Brooklyn shipyard dry dock. He reported crew will be laid off approximately 3 weeks. He announced after layup, ship will go to St. Croix for underwater survey. He reminded crewmembers repair list must be turned in. Educational director encouraged members to upgrade at Piney Point. No beefs or disputed OT reported. Crew and officers gave vote of thanks to galley gang for great cookout.

ITB PHILADELPHIA (Sheridan Transportation), June 1—Chairman V. Nielsen, Secretary J.P. Emidy, Educational Director B. Sengelaub, Deck Delegate C. Brown, Engine Delegate Carlos Bonfont, Steward Delegate Jack Hart. Steward thanked crew for keeping mess halls clean. Crew gave vote of thanks to galley gang. Next port: New York.

PFC JAMES ANDERSON (Maersk Lines), June 20—Chairman Thomas Anderson, Secretary Hugh Wildermuth, Educational Director L. Cochran, Deck Delegate James Hailstone, Steward Delegate Earl Castain. Educational director urged members to upgrade at Lundeberg School. Treasurer reported \$100 in ship's fund. No beefs or disputed OT reported. Next port: Diego Garcia.

JULIUS HAMMER (OCCI), June 28—Chairman Richard Nicholas. Chairman reported contract extension. Crew reported *Seafarers LOGS* not being received. Educational director reminded members to upgrade at Paul Hall Center. Treasurer reported \$180 in ship's fund to be used to purchase two sets of fishing poles and tackle. No beefs or disputed OT reported. Crew discussed importance of having U.S.-flag ships. Crew requested new refrigerator, short wave radio and speakers, new beds, new sink. Crew reported antenna needs repair. Crew thanked steward department for great food and cookouts.

LNG ARIES (ETC), June 2—Chairman Ulus Veach, Secretary Doyle Cornelius, Educational Director Charles Pomraning, Deck Delegate

Louis Sorito Jr., Engine Delegate Richard Robertson, Steward Delegate Udjang Nurdjaja. Chairman reminded crewmembers to adhere to ETC policies while ashore as well as on vessel. Educational director encouraged members to check upgrading schedule and upgrade at Lundeberg School while off vessel. No beefs or disputed OT reported.

LNG AQUARIUS (ETC), June 13—Chairman Sam Brooks, Secretary Franklin Robertson, Educational Director John Orr, Engine Delegate Bruce Zennon, Steward Delegate Rafael Cardenas. Chairman thanked galley gang for food and menus. Educational director reminded members to send seetime in with application when applying for upgrading courses at Piney Point. No beefs or disputed OT reported. Crew requested new VCR. Steward delegate asked crewmembers not to go in refrigerators and take things at will. Crew gave vote of thanks to Rafael Cardenas for job well done. Cardenas thanked crew for support and help. Next port: Bontang, Indonesia.

1ST LT. JACK LUMMUS (Amsea), June 13—Chairman Kelly Devine, Secretary Anthony Curran, Deck Delegate Don DeFlorio, Steward Delegate Debora Grendahl. Chairman discussed hazard pay with crewmembers. Treasurer reported \$244 in ship's fund. No beefs or disputed OT reported. Crew thanked captain for allowing use of rib boat for training. Next port: Jacksonville, Fla.

NORTHERN LIGHTS (IOM), June 27—Chairman Ray Walters, Secretary K. Whit, Educational Director Keith Jordan, Deck Delegate Timothy Jackson, Engine Delegate Charles Kennedy, Steward Delegate Christopher Green. Chairman discussed putting lock on bathroom doors. Educational director encouraged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Next port: Tacoma, Wash.

NEDLOYD HOLLAND (Sea-Land Service), June 13—Chairman F. Gothe, Secretary V. Harper, Educational Director D. Bush, Deck Delegate Robert Rager, Engine Delegate Gerald Yore, Steward Delegate Michael Harris. Chairman urged members to take advantage of upgrading opportunities at Lundeberg School. Educational director also encouraged members to visit Piney Point. Treasurer reported \$75 in ship's fund. No beefs or disputed OT reported. Crew gave vote of thanks to steward department. Next port: Charleston, S.C.

NUEVO SAN JUAN (Puerto Rico Marine), June 6—Chairman J. Williams Secretary R. Fagan, Educational Director C. Gallagher, Deck Delegate D.M. Hood, Engine Delegate J. Williams Jr., Steward Delegate B. Winfield. Chairman reported ship running smoothly with very good deck department. He announced payoff in Elizabeth, N.J. and reminded crewmembers to ask patrolman about new contract. No beefs or disputed OT reported. Crew gave vote of thanks to galley gang for good food and job well done.

OOCL INSPIRATION (Sea-Land Service), June 27—Chairman Mark Trepp, Educational Director Donald Christian, Deck Delegate Oscar Lopez, Engine Delegate Jeff Kinsman. Educational director encouraged members to upgrade skills at Piney Point. Treasurer reported \$190 in ship's fund. No beefs or disputed OT. Crew reported *Seafarers LOGS* received. Crew gave vote of thanks to steward department with special thanks to Chief Cook George Monseur who is signing off. Next port: Charleston, S.C.

OMI CHAMPION (OMI Corp.), June 13—Chairman Paul Dornes,

Secretary W. Washington, Deck Delegate Erick Nobles, Engine Delegate Earl Adams, Steward Delegate Daniel Crawford. Chairman announced payoff upon arrival in Portland, Maine. Educational director urged members to upgrade skills at Lundeberg School. Deck and steward delegates reported disputed OT. No beefs or disputed OT reported by engine delegate. Crew gave vote of thanks to chief steward for job well done. Crew requested new washer and reported refrigerator needs repair.

OMI LEADER (OMI Corp.), June 27—Chairman Patrick Rankin, Secretary C. Michael Davalie, Educational Director Davon McMillan, Deck Delegate Eugene Finley, Steward Delegate Nee Tran. Chairman requested another dryer for crew laundry. He thanked crew for fine job done and announced payoff on July 4 upon arrival in Boston. Crew gave vote of thanks to galley gang. Educational director encouraged members to upgrade at Paul Hall Center. No beefs or disputed OT reported.

OMI MISSOURI (Vulcan Carriers), June 27—Chairman Cesar Gutierrez, Secretary Clyde Kreiss, Deck Delegate Randolph Bolling, Engine Delegate Grant Shuman, Steward Delegate Abdul Aziz. Chairman reported smooth sailing and announced arrival in Tanga, Tanzania. He announced outgoing mail should be given to captain. Treasurer reported \$50 in ship's fund. No beefs or disputed OT reported. Crew thanked steward department for great cookouts.

OMI SACRAMENTO (Vulcan Carriers), June 20—Chairman Ray Gorju, Secretary Raul Cavalcanti, Educational Director Henry Hall, Deck Delegate Kenneth Gilson, Engine Delegate Thomas Martines, Steward Delegate Norman Taylor. Chairman announced new TV in crew lounge and dryer in crew laundry repaired. He also reported poor mail service on vessel. He urged members to upgrade skills at Piney Point. Educational director also encouraged members to upgrade. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Next port: New Orleans.

OMI WILLAMETTE (OMI Corp.), June 27—Chairman Glen James, Secretary Robert Scott, Educational Director J. Badgett. Chairman reported crew needs new washer and dryer for crew laundry. Chairman discussed waste disposal. Secretary reported smooth sailing. No beefs or disputed OT reported. Crew gave special thanks to Robert Scott for excellent salad bar. Chairman urged crew to upgrade skills at Lundeberg School. Next port: New York.

OVERSEAS HARRIETTE (Maritime Overseas), June 20—Chairman W. Jeffers, Secretary H.G. Williams, Engine Delegate Nathaniel Gatlen. Secretary reported vessel in Lithuania with load of corn and expected back in United States on July 12. He reported smooth sailing. No beefs or disputed OT reported. Crew announced *Seafarers LOGS* received. Crew reported overhead in crew mess hall needs repair. Crew gave vote of thanks to galley gang for doing fine job. Next port: New Orleans.

OVERSEAS NEW ORLEANS (Maritime Overseas), June 3—Chairman Sonny Pinkham, Secretary Daniel Brown, Educational Director Gerald Daley, Deck Delegate Pasquale Giorgilli, Engine Delegate Jim Skubna, Steward Delegate Marco Guity. Chairman announced contract negotiations in process. He encouraged members to stay aware of maritime politics and elect representatives who support U.S. merchant seamen. Secretary reminded

members to read *Seafarers LOG*. Educational director urged members to upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Crew reported TV in lounge needs repair. Crew gave vote of thanks to galley gang and observed moment of silence for departed union brothers and sisters. Next port: Newington, N.H.

OVERSEAS NEW ORLEANS (Maritime Overseas), June 24—Chairman Sonny Pinkham, Secretary Daniel Brown, Educational Director Gerald Daley, Deck

Union Support



When the *OMI Leader* stopped off in Boston, SIU member Robert Duncan had a chance to catch up on union business.

Delegate Pasquale Giorgilli, Engine Delegate Jim Skubna, Steward Delegate Marco Guity. Chairman reported telephone conversation regarding contract negotiations with Assistant Vice President Tony Sacco. Chairman discussed contract extension with crewmembers. Educational director urged members to utilize Paul Hall Center. No beefs or disputed OT reported. Crew reminded of dress code for meal time. Crew gave vote of thanks to steward department for outstanding job. Crew congratulated scholarship recipients and observed moment of silence for departed brothers and sisters. Next port: Pascagoula, Miss.

OVERSEAS OHIO (Maritime Overseas), June 13—Chairman George Schuj, Secretary Earl Gray, Educational Director D. Bautista, Deck Delegate Larry Lee, Engine Delegate R.J. Butch, Steward Delegate Robert Gilliam. Chairman announced payoff upon arrival in Long Beach, Calif. Secretary reminded members that it is time to consider upgrading at Piney Point. Educational director discussed advantages of upgrading at Lundeberg School. No beefs or disputed OT reported. Crew congratulated deck department for excellent job painting ship. Crew gave vote of thanks to galley gang for job very well done.

OVERSEAS WASHINGTON (Maritime Overseas), June 13—Chairman J. H. Lewis, Secretary R. Miller, Educational Director Les Cope, Deck Delegate Glen Thompson, Engine Delegate Scott Wilkinson, Steward Delegate Thurman Johnson. Chairman announced arrival in port. No beefs or disputed OT reported. Crew gave vote of thanks to galley gang for job well done and clean area.

ROVER (Vulcan Carriers), June 6—Chairman Dennis Brown, Deck Delegate Jon Williams, Engine Delegate Danny Thomas, Steward Delegate Leslie Davis. Chairman announced fax sent to union notifying of arrival date. Educational director encouraged members to upgrade skills at Lundeberg School. Treasurer reported \$50 in ship's fund. Disputed OT reported by engine and steward delegates. No beefs or disputed OT reported by deck delegate. Crew gave steward department letter of appreciation for excellent work. Next port: New York.

SEA-LAND ANCHORAGE (Sea-Land Service), June 23—Chairman G. Walker, Secretary J. Wright, Educational Director K. Bertel, Deck

Lifeboat Inspection



Crewmembers aboard Crowley's *Ambassador* inspect one of the ship's lifeboats to make sure it works properly. They are (from left) Steward/Baker Milton Youmet, AB Glenn Reynolds, Bosun Leon Jekot and ABs Rubin Mitchell, Ben Bess and Robert Grubbs.

Continued on page 21

Ships Digest

Continued from page 20

Delegate **Thomas Luketich**, Engine Delegate **Alan Hansen**, Steward Delegate **William Bryley**. Chairman announced payoff upon arrival in Tacoma, Wash. He reminded all crewmembers to check with boarding patrolman and those signing off to please leave room clean with fresh linens. No beefs or disputed OT reported. Chairman asked crewmembers to keep recreation and laundry rooms clean. Crew gave vote of thanks to galley gang.

SEA-LAND ATLANTIC (Sea-Land Service), June 20—Chairman **Calvin James**, Secretary **F. Costango**, Educational Director **Kevin DeSue**, Deck Delegate **James Rush**. Chairman announced results of captain's sanitary inspection were good. He thanked crew for good job. Crew gave vote of thanks to steward department. Secretary reported fresh stores will be received in Charleston, S.C. Educational director urged members to use facilities at Piney Point to upgrade skills. No beefs or disputed OT reported. Crew reported *Seafarers LOGs* received in Rotterdam. Crew requested new washing machine, VCR, chairs and two vacuum cleaners.

SEA-LAND CHALLENGER (Sea-Land Service), June 13—Chairman **Roy Williams**, Secretary **H. Scyres**, Educational Director **Ronald Smith**. Chairman reported ship just out of shipyard in Norfolk, Va. He reported payoff in Elizabeth, N.J. Secretary reported dishwasher, coffee maker, refrigerator and pantry sprinkler need repairs. No beefs or disputed OT reported.

SEA-LAND HAWAII (Sea-Land Service), June 20—Chairman **James Carter**, Secretary **J. Jones**, Educational Director **D.G. Gordios**. Chairman announced with the threat of going foreign flag, it is important to contribute to SPAD. He reported applications for Lundeberg School available. Crew gave vote of thanks to

steward department for good food. Next port: Oakland, Calif.

SEA-LAND INDEPENDENCE (Sea-Land Service), June 27—Chairman **Greg Hamilton**, Secretary **P. Schulz**, Educational Director **Ray Machaj**, Deck Delegate **M. Santana**, Engine Delegate **Melvin Layner**. Chairman discussed importance of fire safety and awareness. Secretary discussed garbage and agricultural laws. Educational director reminded members to read *Seafarers LOGs* and donate to SPAD. No beefs or disputed OT reported. Crew asked contracts department to look into lowering retirement age for all Seafarers to age 55. Crew thanked galley gang for job well done.

SEA-LAND LIBERATOR (Sea-Land Service), June 13—Chairman **Charles Herrera**, Secretary **G.F. Thomas**, Educational Director **D.F. Dean**. Chairman requested patrolman to meet vessel prepared for union business. Crew discussed movie fund contributions. Crew discussed purchasing bicycles and new lounge sofa with fund. Educational director reminded members to upgrade at Piney Point when possible. Steward delegate asked contracts department to clarify paying of early meals and extra meals to non-crew people in port. Crew asked contracts department to look into improved optical benefits. Next port: Long Beach, Calif.

SEA-LAND NAVIGATOR (Sea-Land Service), June 20—Chairman **Werner Becher**, Secretary **J. Ortega**, Educational Director **Walter Stevens**, Deck Delegate **Ken Hagar**, Engine Delegate **Robert Zurfluh**, Steward Delegate **Virgilio Hoffmann**. Chairman reported no new information received from headquarters regarding contract negotiations. No beefs or disputed OT reported. Next port: Tacoma, Wash.

SEA-LAND PACIFIC (Sea-Land Service), June 28—Chairman **H. Gifford**, Secretary **R. Mathews**, Educational Director **Steve Bigelow**. Treasurer reported \$40 in movie fund and \$90 in ship's fund. No beefs or disputed OT reported. Due to difference in schedules of watch

standers and day workers, crew asked contracts department to look into having separate rooms for members of engine department.

SEA-LAND PATRIOT (Sea-Land Service), June 26—Chairman **R.F. Garcia**, Secretary **J. Russell**, Educational Director **J.F. Hagner**. Chairman reported contract extension. Chairman discussed foreign flag issue and urged crewmembers to write representatives asking the government to give merchant fleet tax incentives and help keep U.S. vessels U.S. flagged. Educational director announced Lundeberg School class schedule posted and encouraged members to upgrade skills. He reminded members that SPAD helps contribute to keeping U.S. ships under U.S. flag and everyone needs to do their part. No beefs or disputed OT reported. Chairman reminded crewmembers to clean up after themselves. He also reminded crew not to put empty coffee pot back on hot burner. Next port: Wilmington, Calif.

SEA-LAND RELIANCE (Sea-Land Service), June 17—Chairman **R. McGonagle**, Secretary **G. Sivley**, Educational Director **A. Jaramillo**, Deck Delegate **Michael Anderson**, Engine Delegate **Leon Fountain**, Steward Delegate **L. Acosta**. Chairman reminded crewmembers to wear safety gear on deck and thanked them for smooth trip. No beefs or disputed OT reported. Crew gave vote of thanks to steward department for job well done. Next port: Tacoma, Wash.

SEA-LAND SPIRIT (Sea-Land Service), June 6—Chairman **Rafael Clemente**, Secretary **Steve Apodaca**, Educational Director **Charles Henley**, Deck Delegate **Theodore Doi**, Engine Delegate **C. Mendeiros**, Steward Delegate **Frank Maliga**. No beefs or disputed OT reported. Crew asked contracts department to look into wage and manning increases for new contract. Crew gave vote of thanks to steward department for job well done. Next port: Honolulu.

SEALIFT ATLANTIC (IMC), June 26—Chairman **John Neff**, Secretary **R. Catahan**, Educational Director **Michael Parker**. Educational direc-

Meeting Aboard USNS Capella



During a recent stopover in Jacksonville, Fla., crewmembers gathered in the mess room of the USNS Capella for a shipboard meeting. Pictured above are (from left) Paul Pagano, Mike Shappo, James Jordan and Joe Conlin.

tor urged members to upgrade at Paul Hall Center. No beefs or disputed OT reported. Deck delegate discussed importance of separating plastic from other garbage. Chairman reminded crewmembers to work as teams in crew mess area.

THOMPSON PASS (IOM), June 24—Chairman **Jim Colson**, Secretary **D. Bergeson**, Educational Director **Joe Walker**, Deck Delegate **Muhsin Ali**, Engine Delegate **Ahmed Yahmed**, Steward Delegate **Larry Lopez**. Chairman thanked company for new washing machine. Secretary reminded members importance of upgrading at Piney Point. Deck delegate reported disputed OT. No beefs or disputed OT by engine or steward delegates. Crewmembers reported spotting 60 foot albino whale with pink eyes off coast of Vancouver Island.

ULTRASEA (Sealift Inc.), June 13—Chairman **Jim Dawson**, Secretary **W. Williams**. Chairman reported TV antenna has been repaired and crew can once again enjoy TV while in port. Treasurer reported \$56 in ship's fund. Deck delegate complimented galley gang on excellent meals. No beefs or disputed OT reported. Chairman asked crew to keep noise down

and radios off while in passageway because people are asleep at different times. Next port: Haifa, Israel.

USNS WILKES (Bay Ship Management), June 18—Chairman **R. Skip Yager**, Secretary **K. Dougherty**, Educational Director **C.J. Brown**. Chairman reported everything running smoothly and notes good cooperation between all departments. Educational director urged crew to take advantage of upgrading and educational opportunities available at Paul Hall Center. Treasurer reported \$239 in ship's fund. No beefs or disputed OT reported. Steward department asked for crew cooperation in not walking on newly waxed decks. Crew gave vote of thanks to Chief Cook **Doug Swets** and Cook/Baker **K. Roby**.

WESTWARD VENTURE (IOM), June 29—Chairman **M.W. Kaddery**, Secretary **R.B. Sanderson**, Educational Director **Robert Ohler**. Chairman reported telex received from company regarding two-month extension of contract. Chairman reminded crew to keep noise down and reported ice machine parts will be on board upon arrival in Tacoma, Wash. He also asked crewmembers to return dishes to pantry.

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.

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.

Lundeberg School Graduating Classes



Trainee Lifeboat Class 513—Graduating from trainee lifeboat class 513 are (from left, kneeling) Michael Pedersen, Jo Doris Stinnett, Michael Johnson, Michael Maddox, Nigel Talley, Stephen Walsh, Marshall Turner, (second row) Jack Caffey III, Michael Woodman, Damon Mathews, Miguel A. Carmona Jr., Warren Moore, Emmitt Sykes, Jimmy Hesson Jr., Michael Natoli, (third row) Ben Cusic (instructor), John McClinton, Anthony Jacobson, Brian Gaffigan, Richard Smetana and Philip Britt.



Advanced Firefighting—Upgrading members completing the advanced firefighting course are (from left, front row) Byran Cummings (instructor), Willie Marsh, Debra Gardiner, Harry Harrower, Fred Caltabiano, (second row) Richard Butrim, William Burns, David Wigley, (third row) Mary Brayman and Warren Blankenship.



QMED—Graduating on June 23 as a Qualified Member of the Engine Department (QMED) are (from left, seated) Michael DiAngelo, John Osburn, Peter Sternberg, Thomas Keseru, Burdette Smart, Brian Monnerjahn, Tracy Hill, Scott Duckworth, Jeffrey Murray, (second row) DiMarko Shoulders, Pasquale Gazillo, Bert Voto-Bernales, Mark Almer, Michael Ribeiro, Eric Millsap, Kevin Twiford, Neil Carter, John Fleming, John Kasbarian, William Scott, (third row) Peter Littman, Richard Metcalf, Brian Collins, Richard Davis, Martin Allred, Eron Hall, Edward Louis, Erik Larka and Ralph Gosnell. Not pictured are Tedd Avey, John Groom and Christine Carneal.



Pumproom Maintenance and Operations—Completing this engine department course are (from left, first row) John Parkhurst, William Parker, Sellers Brooks, Riley Donahue, Steven Hoskins, (second row) Kelly Davis, Carl Montoya, Russ Levin (instructor) and Robert Rudd.



Fireman, Oiler, Watertender—Working their way up the engine department ratings are (from left, kneeling) Duane Werda, Carolyn Thifault, Glynn Courson, Scott Fuller, Celina Butler, Jeffery Roddy, Felipe Clotter, (second row) Greg Garrett, Kevin Cooper, Beckett Young, Stephen Walters, Gene Whellis, George Beavers, Cromwell Henderson, Gary Winter, Daniel Weaver, (third row) Jeffery Willis, Ronald Pheneuf, David Bowles, Lonnie Mathews and J.C. Wiegman (instructor). Not pictured is Andrew Vanbourg.



Radar—Renewing their radar endorsements on July 14 are (from left) Jake Karaczynski (instructor), Tom Culpepper, Hans Weithal, Jon Weirauch, Lyle McCorison, Ray Fernandez and Thomas Tinsley.



Celestial Navigation—Graduating from the celestial navigation course in June are (from left, kneeling) Ralph Race, Dennis Goodwin, Charlotte Winstead, Jon Weirauch, Don Filoni, (second row) Jim Brown (instructor), Mike Payne, Warren Blankenship, Hans Wethal, Walter Taulman and Matthew Holley.



Upgraders Lifeboat—Certificates of training were received by the June 29 class of upgraders. They are (from left, kneeling) William Begendorf, Erwin Arellano, Charlotte Winstead, David Gannoun, Ben Cusic (instructor), (second row) Ronnie Davis, Oswald Stoiber, Suzanne Van Schoor, Salvatore Tomeo and Enrique Garido.



Refrigeration Systems—Upgrading members of the engine department completing the refrigeration systems course are (from left, front row) John K. Halim, Bruce Zenon, Rex Bolin, Matthew Doherty, (second row) Sean Nicholson, Kevin Conklin, (third row) Pompey Alegado, Jerome Kirstein, Paul Patterson and J.C. Wiegman (instructor).

LUNDEBERG SCHOOL 1993 UPGRADING COURSE SCHEDULE

The following is the current course schedule for classes beginning between September and December 1993 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 job skills of Seafarers and to promote the American maritime industry.

The course schedule may change to reflect the needs of the membership, the maritime industry and—in times of conflict—the nation's security.

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	September 13 November 8	October 22 December 17
<i>All students must take the Oil Spill Prevention and Containment class.</i>		
Shiphandling	September 27 November 8	October 8 November 19
Radar Observer - Unlimited	September 20 November 1	September 24 November 5
Celestial Navigation	November 22	December 17

Safety Specialty Courses

Course	Check-In Date	Completion Date
Oil Spill Prevention and Containment	November 8	November 12
Lifeboatman	September 13 October 11 November 8 December 6	September 24 October 22 November 19 December 17
Basic/Advanced Fire Fighting	September 7 November 2	September 17 November 12
Sealift Operations & Maintenance	October 25	November 19

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	October 4	November 8

Steward Upgrading Courses

Course	Check-In Date	Completion Date
Assistant Cook, Cook and Baker	All open-ended (contact admissions office for starting dates)	
Chief Cook, Chief Steward	All open-ended (contact admissions office for starting dates)	

Engine Upgrading Courses

Course	Check-In Date	Completion Date
Fireman/Watertender and Oiler	September 27	November 5
<i>All students must take the Oil Spill Prevention and Containment class.</i>		
Pumproom Maint. & Operations	November 8	December 17
Marine Electrical Maintenance II	September 13	October 22
Refrigeration Maint. & Operations	September 13	October 22
Marine Electronics Technician I	September 27	November 5
Marine Electronics Technician II	November 8	December 17
Hydraulics	September 13	October 8
Diesel Engine Technology	November 22	December 17
Welding	October 25	November 19

1992-93 Adult Education Schedule

The following courses are available through the Seafarers Harry Lundeberg School. Please contact the admissions office for enrollment information.

Course	Check-In Date	Completion Date
High School Equivalency (GED) Adult Basic Education (ABE) English as a Second Language (ESL)	All open-ended (contact admissions office for starting dates)	

UPGRADING APPLICATION

Name _____ Date of Birth _____
(Last) (First) (Middle) Month/Day/Year
 Address _____
(City) (State) (Zip Code) (Street) (Area Code)
 Telephone _____

Deep Sea Member Lakes Member Inland Waters Member Pacific

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, which program: from _____ to _____

Last grade of school completed _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

Have you taken any SHLSS Sealift Operations courses? Yes No

If yes, how many weeks have you completed? _____

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

Yes No Firefighting: Yes No CPR: Yes No

Date available for training _____

Primary language spoken _____

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

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

I am interested in the following course(s) checked below or indicated here if not listed

- DECK**
- AB/Sealift
 - 1st Class Pilot
 - Third Mate
 - Radar Observer Unlimited
 - Master Inspected Towing Vessel
 - Towboat Operator Inland
 - Celestial Navigation
 - Simulator Course

- ENGINE**
- FOWT
 - QMED—Any Rating
 - Variable Speed DC Drive Systems (Marine Electronics)

- Marine Electrical Maintenance
- Pumproom Maintenance & Operation
- Refrigeration Systems Maintenance & Operation
- Diesel Engine Technology
- Assistant Engineer/Chief Engineer Motor Vessel
- Original 3rd Engineer Steam or Motor
- Refrigerated Containers Advanced Maintenance
- Electro-Hydraulic Systems
- Automation
- Hydraulics
- Marine Electronics Technician

- STEWARD**
- Assistant Cook Utility
 - Cook and Baker
 - Chief Cook
 - Chief Steward
 - Towboat Inland Cook

- ALL DEPARTMENTS**
- Welding
 - Lifeboatman (must be taken with another course)
 - Oil Spill Prevention & Containment
 - Basic/Advanced Fire Fighting
 - Sealift

- ADULT EDUCATION DEPARTMENT**
- Adult Basic Education (ABE)
 - High School Equivalency Program (GED)
 - Developmental Studies (DVS)
 - English as a Second Language (ESL)
 - ABE/ESL Lifeboat Preparation

- COLLEGE PROGRAM**
- Associate in Arts Degree

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 Upgrading Center, P.O. Box 75, Piney Point, MD 28674.

SEAFARERS LOG



Volume 55, Number 9

September 1993

Where will you be in December for the holidays? Whether at sea or ashore, Seafarers can send holiday messages to their loved ones through the LOG.

See page 17.

'Brotherhood of the Sea' Comes Through for Seafarers

SIU Launch Operators Rescue 11 Boatmen After Collision Sets off Pre-Dawn Blasts

Seafarers Stephen Jean and Robert Layton were getting ready to end a long night of work shuttling pilots across Tampa Bay on the launch boat *Manatee*.

It was Layton's fourth day with the Tampa Bay Pilots Association and his first night duty with his training partner. The duo were walking down the sidewalk toward the fishing pier at Fort DeSoto State Park where the launch was tied when Jean saw an orange glow in the pre-dawn darkness just before 6 a.m. on August 10.

"What is that?" Jean wondered aloud to Layton. About then, the two heard an explosion and the question was answered.

An outbound foreign-flag freighter had collided with two incoming tug/barges, setting off a series of explosions on the second—the SIU-crewed Maritrans tug *Seafarer* and barge *Ocean 255*.

Jean was dispatching the association's night launches which are operated by SIU members. He knew Michael Allen was standing by on the launch *Egmont* near the Egmont Key lighthouse to pick up the pilot aboard the freighter *Balsa 37*.

"I knew there were three ships in the area and there was trouble," Jean told a reporter for the *Seafarers LOG*.

Heard Anxious Voices

Jean radioed the Coast Guard that an accident occurred before he and Layton raced down the fishing pier to the *Manatee*. Meanwhile, Allen said he heard "urgency in the voices" between two boats on the radio and looked up to see the first explosion. Like Jean and Layton, Allen took off immediately for the scene.

The *Manatee* and *Egmont* arrived at approximately the same time, within minutes of the initial blast. While the launches raced to the scene, the *Ocean 255* began a series of explosions. The barge was loaded with 235,000 barrels of jet fuel, oil and gasoline.

As Allen explained it, "We gathered our wits and went about looking for survivors."

Jean guided the *Manatee* upwind and Allen took the *Egmont* the opposite way to look for any mariners in the water. About the same time, the *Balsa 37* appeared through the wall of smoke and flames. The Philippine-flagged ship was headed for anchorage.

As Jean took the *Manatee* closer with Layton standing watch on the bow, the jet fuel on the *Ocean 255* exploded. "We were 600 to 700 yards away when it went," Jean recalled. "It sent a mushroom cloud 2,000 feet in the air. I thought all the windows on my boat would shatter."

Gap in Flames

Immediately after the blast, Layton spotted three glow-sticks shining in the water. Jean maneuvered closer and the two began rescuing the crew of the *Seafarer*.

"As we got the first three, we saw more swimming toward us," Jean said. "All of the water was on fire; jet fuel was everywhere. But there was this gap in the flames at the stern [of the *Seafarer*]. It was like God opened it up to let them out. Otherwise, they would have been trapped and burned to death."

Jean and Layton rescued all 11 members aboard the *Seafarer*, including a 10-year-old boy who was sailing with his father, the tug's engineer. While all of them



SIU members Robert Layton and Stephen Jean shoved off from the pier in the bottom right to rescue the crew of the tug *Seafarer* and barge *Ocean 255* burning in Tampa Bay. AP by Huy Nguyen (The St. Petersburg Times)

had the strength to swim beyond the flames, several were not able to climb aboard the boat. Jean and Layton provided the extra hands that brought them to safety.

All were exhausted, Jean said, but no one was seriously injured. Once he verified the entire crew had been picked up, he called the Coast Guard as well as Allen on the *Egmont* and set sail for Egmont Key to provide the crew of the *Seafarer* with warmth and shelter until medical help arrived.

Investigation Continues

The cause of the accident has not been released as the Coast

Guard is continuing its investigation. However, news reports immediately following the accident stated the *Balsa 37*, a 400-foot freighter, was outbound from Port Manatee when it struck the non-union *Capt. Fred Bouchard* with *Barge B155* and the *Seafarer* with *Barge Ocean 255*. Only the crew of the *Seafarer* was forced to abandon ship.

The *Balsa 37* was run aground after it began taking on water. The *Bouchard* came to rest a little more than a mile inbound from the collision with the barge leaking No. 6 fuel oil, which was contained before it damaged an environmentally sensitive area.

The *Ocean 255* was allowed to burn out near Fort DeSoto Park. Because of the intensity of the

flames and heat, salvage crews could not uncouple the tug *Seafarer* from the barge until the day after the accident.

Allen, 24, said he had been part of search-and-rescue missions when he was a member of the Coast Guard. "I had helped with small boat fires, but nothing like this," noted the three-year veteran with the pilots.

The 38-year-old Jean grew up on nearby St. Petersburg Beach. He sailed as a commercial fisherman for 15 years before signing on with the pilots association just over two-and-a-half years ago.

"That was a first for me and plenty to last me my lifetime," he said. "But if someone is in the water, you go get them. I'd expect the same if I was there."



The Philippine-flagged *Balsa 37* can be seen to the right below the smoke pouring from the tug *Seafarer* and barge *Ocean 255* following a collision in Tampa Bay on August 10. All 11 crewmembers from the tug/barge were plucked from the water by SIU-crewed pilot's launch *Manatee*. AP by Peter Cosgrove

Help Locate This Missing Child

The National Center for Missing and Exploited Children has asked the Seafarers International Union to assist them in locating Amanda Marie Escobedo.



Amanda Marie Escobedo

The child was abducted by her non-custodial mother, Arlene Renea Ervin, on August 23, 1991 from Olympia, Wash. A felony warrant for custodial interference has been issued in her name.

Amanda Escobedo was six years old at the time of her disappearance. The brown-haired, brown-eyed girl was 4 feet tall and weighed 50 pounds.

Anyone having information on the whereabouts of Amanda Marie Escobedo should contact the National Center for Missing and Exploited Children at (800) 843-5678 or the Missing Persons Unit of the Renton (Wash.) Police Department at (206) 277-6236.