

The

Seafarers Log

Volume 59 Number 7

July 1997

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



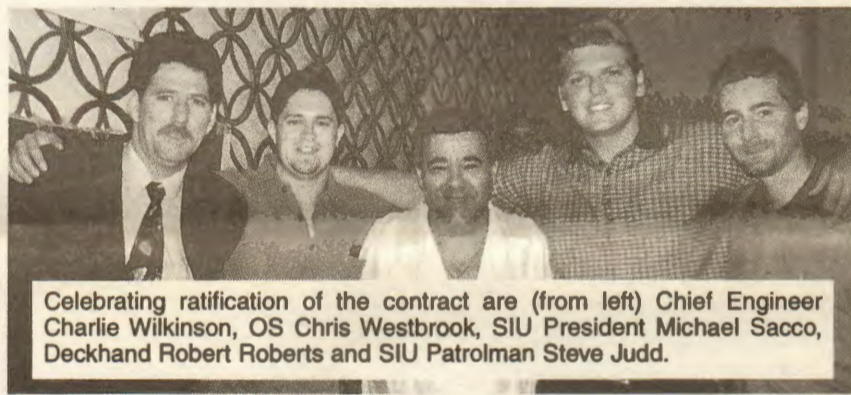
Signed, Sealed And Delivered!

Bisso Boatmen Get 1st Contract

SIU members last month overwhelmingly ratified the first union contract in the 117-year history of New Orleans-based E.N.Bisso Co., which operates tugboats in states along the Gulf of Mexico. It marked the successful culmination of a three-year ordeal during which the boatmen demonstrated unflinching solidarity and resolve. Page 2



SIU Gulf Coast VP Dean Corgey swears in Bisso delegates.



Celebrating ratification of the contract are (from left) Chief Engineer Charlie Wilkinson, OS Chris Westbrook, SIU President Michael Sacco, Deckhand Robert Roberts and SIU Patrolman Steve Judd.



More Seafarers Acquire TRBs

During a special membership meeting last month at the SIU hall in New Orleans, Seafarers received their training record books (TRB), jointly developed by the union and the Paul Hall Center for Maritime Training and Education. One longtime member described the book as "the best thing the union has ever come up with." The center and the SIU hope to issue TRBs to all Seafarers by the end of the year.

Page 3

Industry Conference Addresses Emerging Training Requirements Participants Stress Necessity Of Cohesive Approach

Page 3

Rescue Replay

**SIU-Crewed MSC PAC Ships
Handle 2 Rescues in 2 Days**

Page 6

More Representatives Sign On Backing Jones Act Resolution

Page 5

SIU Members Crew Another Reflagged Maersk Containership

Pages 12-13

President's Report

Lessons of Bisso

First and foremost, I congratulate the boatmen of E.N. Bisso Co. for securing their first union contract.



Michael Sacco

It certainly wasn't easy. But, the Bisso crewmembers I spoke with last month in New Orleans all said it was worthwhile.

As reported elsewhere on this page, Bisso boatmen persevered through three years of turmoil and challenges before getting that contract. During that time, they faced constant pressure and stalling tactics from the company, even though they had voted long ago to join the SIU.

We can learn a lot from the Bisso case.

One lesson is that individual hard work and dedication to a goal usually pays off.

Bisso boatmen worked hard to secure union representation. And they stayed dedicated to their goal of working under a union contract.

That's one reason they won.

There is another reason they won, also. It is the oldest principle of the trade union movement: solidarity. Pick any cliché you like about strength in numbers, but don't discount the time-tested notion that togetherness and camaraderie go a long way toward accomplishing a goal. Call it pooling resources or simple cohesion; in any case, it is effective.

The Bisso boatmen have solidarity. They stuck together no matter what obstacles were placed before them. They stuck together when it would have been easier to give up. In the long run, they became much stronger than they were when this ordeal began.

Finally, what we also must not overlook is the fact that these tugboat crews shouldn't have had to wait so long to get their union contract. The Bisso case illustrates one reason why this country needs a serious overhaul of its labor laws—an adjustment that restores true freedom of association.

Without such changes, the deck will remain stacked against the individual or group who wants to join—or keep—a union. Time after time, year after year, in maritime and in many other industries, workers vote to join a union only to have companies stall the collective bargaining process by filing objections to the conduct of the polling. Then, it literally can take years to exhaust the appeals process.

Some time ago, I read a revealing illustration of this situation, written by staff members at the AFL-CIO, the national federation of trade unions (of which the SIU is an affiliate). Imagine if political elections were conducted under the same rules as union elections, the writers suggested. If that were the case, George Bush might have held office for three years after he lost the 1992 election, while the courts issued a ruling to his objections.

It's supposed to sound foolish, yet that's exactly what workers and unions face today.

Just as the Bisso boatmen would not have secured their contract without hard work, dedication to their goal and solidarity, the labor movement as a whole must continue to press for real labor-law reform.

Meanwhile, I again applaud our brother Seafarers at E.N. Bisso. And I sincerely hope that this marks the beginning of a solid working relationship between the SIU and the company.

This was a hard fight all the way, but it's time to move forward. As I mentioned at the deep sea and inland advisory board meeting last month at the Paul Hall Center for Maritime Training and Education (see page 3), it is critical for labor and management to work cooperatively. That's especially true in light of all the changes happening in our industry, and the wonderful participation at the meeting makes me feel that plenty of company representatives and government officials believe the same thing.

That doesn't mean we should stop advancing our own interests, of course, but it does mean we should be smart enough to recognize that if our contracted companies don't survive, then we don't survive.

It is in that spirit that we look forward to E.N. Bisso being an SIU-contracted company for many years to come.

125,000 Rally in Detroit For Locked-Out Workers

Board: Newspaper Companies Did Not Bargain in Good Faith

In the sweltering heat of the first day of summer, more than 125,000 trade unionists, community activists, political representatives and clergymen from across the nation converged in Detroit to demonstrate in support of the 2,500 locked-out workers at the *Detroit Free Press* and the *Detroit News*.

The SIU participated in the June 21 rally—dubbed Action! Motown '97—which included members of 40 unions and residents of 45 states.

Even those Seafarers busy aboard Great Lakes vessels took part in their own way. While work precluded members from marching down the streets of the Motor City, the SIU-crewed *Medusa Conquest*, *Walter J. McCarthy* and *John J. Boland* blew their steam whistles and sounded their horns in a salute of solidarity as they sailed through the city where the enormous, union-sponsored gathering took place.

Labor Board Issues Ruling

The rally received an unexpected boost on June 20, when the National Labor Relations Board (NLRB) ruled in favor of the locked-out workers on a key issue.

The board announced that the owners of the *Detroit News* (Gannett) and the *Detroit Free Press* (Knight-Ridder) had committed serious labor law violations by not bargaining in good faith with the six unions representing the workers, who went on strike against the newspapers on July 13, 1995.

The blockbuster decision favored the striking unions on almost every unfair labor practice charge pending before the NLRB. Most significantly, the judge declared the strike was due to



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unfair labor practices. He called for the newspapers immediately to return all strikers to their former jobs and fire the scabs who were hired as replacements. Additionally, the judgment makes the two papers liable for more than \$80 million in back pay.

Strikers Saluted

"Brothers and sisters, you have won the battle of Detroit!" AFL-CIO President John Sweeney told the cheering crowd.

"For 23 long months, this greatest of American union cities has rallied to uphold not only the workers and their unions, but to uphold the most important standard of corporate conduct we all rely upon—basic respect for workers and the jobs they do," said Sweeney.

"The ruling vindicates the struggles of the Detroit newspaper workers and their families who valiantly have fought for justice during the past two years. The AFL-CIO was committed then, is committed now and will be committed to supporting these workers in Detroit and around the

country until they are back at work and have a fair contract!" proclaimed the national labor federation president.

Following Sweeney's remarks at the end of the two-mile march through the streets of Detroit was AFL-CIO Secretary-Treasurer Richard Trumka. "Brothers and sisters, we will win this struggle because we're 40 million union members and our families and we are fed up!" declared Trumka.

"We are hotel workers, coal miners, steelworkers, hospital workers, auto workers and carpenters and electrical workers, and we are fighting back!"

"We are men and women, young and old, black and white, African American, Latino and Asian Americans, all of us together, working together, organizing together fighting together and, by God, we are winning together!" exclaimed Trumka.

Washington Support

Also addressing the crowd in support of the striking workers were two congressmen.

Continued on page 7

Boatmen Ratify First Bisso Contract Pact Increases Wages, Establishes Retirement Plan

Seventy-three Louisiana boatmen have made history.

Overcoming many obstacles, the SIU crewmembers of New Orleans-based E.N. Bisso Co. have overwhelmingly ratified their first union contract—the first collective bargaining agreement in the 117-year history of the company.

Voting took place May 29 through June 12. Of the boatmen casting ballots (approximately 80 percent), all voted in favor of the contract.

The pact, effective retroactive to June 1, includes a wage increase and the first-ever retirement plan for Bisso boatmen. It also puts more money in members' pockets by maintaining medical benefits while decreasing the amount they must pay for coverage.

SIU officials and Bisso delegates who served on the negotiating committee praised the members at Bisso for their resolve. The boatmen voted to join the SIU in March 1994, despite a campaign waged by the company not to do so. They held firm in their desire for union representation even as Bisso spent the next two years in court, unsuccessfully appealing the election results.

Afterwards, negotiations between the company and the union took almost a year before an agreement was reached.

"The members at Bisso deserve congratulations for overcoming so much and for getting what they want and deserve: a union contract," said SIU President Michael Sacco. "They set an example for boatmen in the Gulf and everywhere."

SIU Patrolman Steve Judd, who served on the bargaining committee, added, "To go three years

and stand up to the constant, daily pressure they withstood is amazing. The reason it was possible is because the men stuck together."

Boatmen **Chris Westbrook**, **Robert Roberts** and **Charlie Wilkinson Jr.** helped negotiate the contract and attended a special membership meeting last month at the SIU hall in New Orleans. There, they were recognized by President Sacco and scores of their fellow Seafarers from the deep sea and inland divisions.

Westbrook, who sails as an OS, said he already likes the security of having a contract.

"It feels great, I'll tell you. This is protection we never had before, and it helps give you the respect that you deserve on the job," he noted.

The 26-year-old Seafarer credited his fellow mariners and SIU officials "for getting us all through this three-year ordeal. (SIU Vice President Gulf Coast) Dean Corgey, (SIU Port Agent) Joe Perez and Steve Judd were always there, 24 hours a day, anytime we needed anything. That kind of integrity means a lot," he said.

"At this point, things are looking better than anybody could have expected," Westbrook added. "We're going to end up with more union supporters than we had when this started."

'A Foundation'

Roberts described the ratification as "a big relief and a foundation to build on. It's time to get all this anguish over with and start having a working rela-

Continued on page 7

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The *Seafarers LOG* (ISSN 1086-4636) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters District; AFL-CIO; 5201 Auth Way; Camp Springs, MD 20746. Telephone (301) 899-0675. Periodicals postage paid at Southern Maryland 20790-9998 and at additional offices. POSTMASTER: Send address changes to the *Seafarers LOG*, 5201 Auth Way Camp Springs, MD 20746.

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Industry Group Takes 'Partnership' Approach In Tackling Evolving Training Requirements

School's Advisory Boards Confer with Coast Guard, MadAd & MSC Officials

With substantial domestic and international regulatory changes affecting the training needs of U.S. merchant mariners, the Paul Hall Center for Maritime Training and Education last month hosted an unprecedented meeting designed to help prepare Seafarers and SIU-contracted companies for those revisions.

The first joint meeting of the center's Deep Sea and Inland Advisory Boards included representatives from the SIU; the center's Lundeberg School of Seamanship; the U.S. Coast Guard; U.S. Maritime Administration (MarAd); U.S. Military Sealift Command (MSC); National Transportation Safety Board (NTSB); and SIU-contracted deep sea, Great Lakes and inland operators. It took place June 17 and 18 in Piney Point, Md.

"We have talked about a partnership, working together to benefit the industry as a whole," SIU President Michael Sacco said in opening the meeting. "We're very serious about that. We want to ensure that you have the best-qualified people on your equipment."

SIU Vice President Contracts Augie Tellez noted that the conference "is a means for us to produce better, more qualified manpower by generating and implementing new ideas together." He pointed out that the U.S. Coast Guard-accepted training record book (TRB), which the school recently began issuing, resulted in part from last year's deep sea and inland advisory meetings (conducted separately), as did the newly revised program for entry-level mariners at the Hall Center.

After initially working in one group, participants met in four subcommittees. They talked about analyzing the training requirements for mariners sailing aboard MSC ships and implementing appropriate courses at the center; identified companies which volunteered to allow Lundeberg School instructors aboard their vessels to further hone their knowledge of current shipboard operations, equipment and training needs; discussed the possibility of establishing separate unlicensed apprentice programs for inland and Great Lakes mariners; formed a group tasked with developing a thorough-yet-succinct means of assisting companies to comply with various regulations stemming from the International Safety Management Code (ISM) and International Convention on Standards of Training, Certification and Watchkeeping for mariners (STCW); and covered many other subjects.

Attendees also heard from Coast Guard Commandant Robert Kramek and Paul Hall Center instructors and officials. The agenda included a tour of the campus, review of the curriculum, an explanation of how the TRBs are being issued and used, and a review of ISM and STCW.

"This is a lot more than just show and tell. These workshops give you a real chance to participate in the (curriculum) development process," observed Bob Lambourne, director of marine personnel and safety at Allied Towing Corp. "I think it's worthwhile to meet each other and

exchange ideas, and it's also good to see how interested the union is in helping the companies comply with all these new regulations."

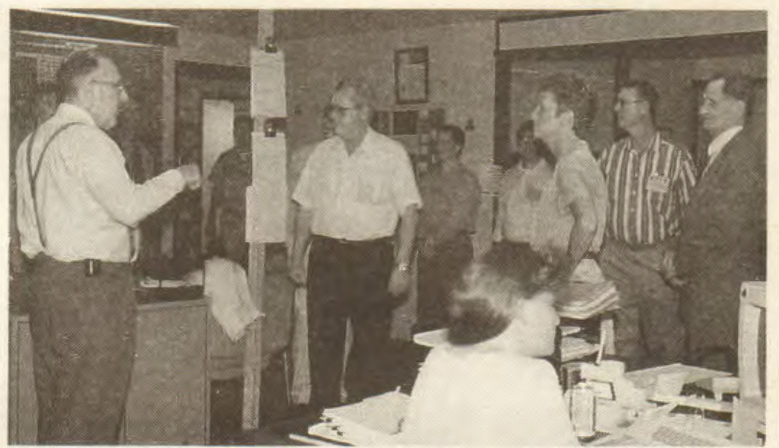
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Similarly, John Morrison, executive vice president of Ocean Shipholdings, Inc., described the advisory discussions as "productive. Those who missed it will regret it. . . . The Coast Guard can only pass along responsibilities if someone steps up, which the school has done. I'm encouraged."

Updated Regulations

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cialist at the Coast Guard, were frequent participants in international meetings leading to ratification in 1995 of amendments to the STCW convention.

They reviewed the impact of the treaty, which sets minimum standards for certification, training and skills needed by deep-sea mariners worldwide and also is significantly impacting rules governing inland and Great Lakes mariners.

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nations, the STCW already has resulted in regulatory changes in the U.S. and abroad, with more regulations slated to take effect in upcoming years.

Eglinton and Bob Gauvin of the Coast Guard also led a discussion about ISM rules scheduled to take effect in 1998 and in 2002. Those codes also will have an impact on training, personnel procedures, vessel maintenance and

Continued on page 7

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New Orleans Seafarers Say Document Is Great Asset

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explanation of how the pocket-size documents work.

International standards for merchant mariners, the Seafarers Money Purchase Pension Plan, and the restructured program for entry-level students at the Paul Hall Center for Maritime Training and Education also were covered by SIU officials at the meeting. SIU President Michael Sacco, Executive Vice President John Fay, Secretary-Treasurer David Heindel, Vice President Contracts Augie Tellez and Vice President Gulf Coast Dean Corgey all were on hand for the conference.

While many topics were reviewed, the TRB was the focal point. Fifteen Seafarers received their TRBs, which the union and the Hall Center jointly developed to assist members in complying with existing and impending regulations (both international and domestic) affecting the training, qualifications and documentation of merchant mariners.

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Another reason for generating the books "is to establish a high-quality model for others to follow. There has to be some uniformity in our industry with these TRBs, or else it will be very confusing for the seamen, the companies, the Coast Guard—everybody," Sacco noted, adding that the SIU to date is the only organization to publish a Coast Guard accepted TRB.

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Continued on page 6

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Sacco added that the union looks forward to working with Crowley as it enters the tanker trade. Both the *Coast Range* and *Blue Ridge* are 658 feet long. They have a maximum draft of 35 feet and can maintain a speed of 15.5 knots. Both ships will be able to carry approximately 307,000 barrels of oil in their 19 cargo tanks.



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House Maritime Groups Line Up Solidly for Jones Act

Actions Precede Introduction of Bill Designed to Gut Freight Cabotage Law

All 12 members of the U.S. House of Representatives Merchant Marine Oversight Panel have signed a letter stating their strong belief that the Jones Act should not be changed.

The letter, which was sent to all members of the House, comes as legislation has been presented in that congressional chamber to alter the nation's freight cabotage law.

(The Jones Act, part of the 1920 Merchant Marine Act, calls for all cargo moved between two domestic ports to be carried aboard U.S.-flag, U.S.-crewed and U.S.-built vessels.)

History of Support

Noting that "Congress has always supported the principle that vessels used to transport cargo and passengers between U.S. ports should be built in the United States, crewed by American citizens and owned by American companies," the members of the Merchant Marine Oversight Panel renewed the pledge made during the 104th Congress, which ended in 1996.

The panel, chaired by Rep. Herbert Bateman (R-Va.), wanted to send a strong message to fellow congressmen that it still will not consider any changes in the Jones Act.

"Repeal of the cabotage laws would result in a takeover of our domestic waterborne transportation system by foreign companies," the letter stated.

"Those foreign companies could enjoy a significant competitive advantage by:

(1) operating subsidized vessels (U.S. domestic fleet vessels are not subsidized); and

(2) operating exempt from the American tax system, labor laws, safety statutes, environmental requirements and a host of other laws."

The members of the panel then noted that no American industry—no matter if it is maritime, trucking, air or rail—should have "to compete here under a system that institutionalizes a capital and operating cost advantage to foreign operators. The American government must not discriminate against American business in this fashion."

Joining Bateman in signing the letter were Reps. Duncan Hunter (R-Calif.), Curt Weldon (R-Pa.), Jim Saxton (R-N.J.), Tillie Fowler (R-Fla.), Joe Scarborough (R-Fla.), Neil Abercrombie (D-Hawaii), Gene Taylor (D-Miss.), Jane Harman (D-Calif.), Patrick Kennedy (D-R.I.), Thomas Allen (D-Maine) and Adam Smith (D-Wash.).

The panel, part of the National Security Committee, is one of two groups within the House that has jurisdiction on matters pertaining to maritime, including the nation's cabotage laws. The other, the House Coast Guard and Maritime Transportation Subcommittee, also has a letter being distributed in which a majority of its members proclaim their support for the Jones Act.

Promotes Safety Standards

In that letter—signed by Reps. Don Young (R-Alaska), Frank LoBiondo (R-N.J.), Bob Clement (D-Tenn.), Jay Johnson (D-Wis.) and Bob Borsari (D-Pa.)—the subcommittee members point out "cabotage laws promote the highest standards of marine safety and environmental protection in U.S. ports and waterways."

It also notes the economic impact of the Jones Act fleet.

"Our fleet pumps some \$15 billion into the nation's economy annually, including \$4 billion in direct wages to the 124,000 Americans employed in the oper-

ation, construction and repair of Jones Act vessels. Jones Act wages alone generate \$1.4 billion in federal and state tax revenues," added the members of the subcommittee, which is included in the House Transportation and Infrastructure Committee.

Both letters ended by saying, "American cabotage laws greatly benefit the U.S. national security, economy and natural environment, and deserve our committed and continuing support."

Legislative Oversight

Both the Merchant Marine Oversight Panel and the Coast Guard and Maritime Transportation Subcommittee have jurisdiction over a bill introduced June 19 to gut the Jones Act.

Entitled the Coast Shipping Competition Act (H.R. 1991), the bill's sponsor, Rep. Nick Smith (R-Mich.), claimed at a press conference unveiling the legislation that it would not affect the jobs of

American merchant mariners. However, one provision in the bill would allow foreign-flag, foreign-crewed vessels to make up to

six trips a year in the U.S. coast-wise trade.

No hearing date has been set for H.R. 1991.

Support Grows for Jones Act Resolution

More members of the House of Representatives have added their names in support of a resolution that backs the Jones Act, the nation's freight cabotage law.

As the *Seafarers LOG* went to press, a total of 179 elected officials were included as sponsors of House Concurrent Resolution 65 (HCR 65). The measure, which was introduced by Reps. Joseph Moakley (D-Mass.) and Gerald Solomon (R-N.Y.), has strong bipartisan support. It spells out the economic, environmental and national security advantages provided by the Jones Act in its call not to alter the law.

Several House chairmen have announced their support of HCR 65. They include Solomon, who heads the Rules Committee; Herbert Bateman (R-Va.), Merchant Marine Oversight Panel; Bob Livingston (R-La.), Appropriations Committee; Benjamin Gilman (R-N.Y.), International Relations Committee; Don Young (R-Alaska), Resources Committee; and Bob Stump (R-Ariz.), Veterans' Affairs Committee.

Under the rules of Congress, a concurrent resolution delivers a formal statement or opinion of the legislators. It requires passage by both the House and Senate.

Dyn Marine to Operate Converted RO/RO

New Job Opportunities on Horizon for Seafarers

The recent announcement by the U.S. Military Sealift Command (MSC) that SIU-contracted Dyn Marine Services will operate a converted, reflagged roll-on/roll-off (RO/RO) ship represents future job opportunities for Seafarers.

The Grenadian-registered *GTS Bazaliya* is scheduled to be reflagged under the Stars and Stripes and converted at Bender Shipbuilding and Repair Co., Inc. in Mobile, Ala. The vessel will be renamed the *USNS LCpl. Roy M. Wheat* and will become the second ship in the U.S. Military Sealift Command's Maritime Prepositioning Force (Enhanced) program, known as MPF(E).

It will be named in memory of the U.S. Marine Corps lance corporal who posthumously received the Medal of Honor for sacrificing his life to save those of two fellow Marines in a land-mine explosion in Vietnam in 1967.

In announcing the award of the \$150 million contract for the purchase, conversion, operation and maintenance of the Grenadian RO/RO, MSC described the MPF(E) program as "designed to increase the capability of the three existing maritime prepositioning ship squadrons through the addition of a converted ship to each of the squadrons."

Each of the three vessels added to the prepositioning fleets in the Indian Ocean, western Pacific and Mediterranean Sea will be capable of simultaneous roll-on/roll-off and lift-on/lift-off operations both pier-side and under way. Each ship also will have a flight deck for helicopter operations (but will not routinely carry operational aircraft).

"Prepositioning of this additional equipment with the MPS squadrons will significantly enhance Marine air-ground task force capabilities," MSC noted in its press release.

DANIEL HORODYSKY

Merchant Mariners Deserve Recognition for Service to Their Nation

We were at Normandy on D-Day. We were at the invasion of North Africa. We were at Italy, Guadalcanal, and the treacherous Murnansk run. In the Philippines, General Douglas MacArthur ordered us into the foxholes.

We delivered troops, ammunition, and supplies to all fronts in World War II, Korea, Vietnam, and the Persian Gulf.

We are by law "a naval or military auxiliary in time of war. . . . Of the 215,000 merchant mariners who served in World War II, more than 100,000 received combat bars. And 6,795 — one in every 32 — lost their lives.

When we were needed, political and military leaders recognized the critical role played by the U.S. Merchant Marine.

SLOW, lightly armed Liberty ships vs. the U-boat resulted in the highest casualty rate of all the services, slightly higher than that of the U.S. Marines. More than a thousand cargo ships and tankers were sunk; 31 were lost without a trace.

Merchant mariners also served in combat zones in the Gulf, Korean, and Vietnam Wars. On San Francisco's Embarcadero near the Bay Bridge are memorials to merchant seamen who perished in these wars — including seven men in the engine room of the San Francisco-based *SS Baton Rouge Victory*. It was mined and sunk en route to Saigon.

Nonetheless, we're only second-class veterans. And we don't have even that hard-won limited sta-

tus unless we were in ocean-going service between December, 1941, and August 15, 1945. This status is routinely and cruelly denied to the thousands of men and women who have served in America's wars since August 15, 1945.

In "Battle For The Atlantic: America's Forgotten Heroes," a 1993 article in *American History* had this to say: *What the bureaucrats in Washington did to the merchant mariners was reprehensible. They treated them like second-class citizens, and worse.*

In 1944, as he signed the GI Bill, President Franklin D. Roosevelt said: "I trust Congress will soon provide similar opportunities to members of the Merchant Marine who have risked their lives time and time again during war for the welfare of their country."

It didn't happen. The crusade for military veteran status went nowhere.

And then, in 1977, the Women Air Service Pilots found a champion, then-Senator Barry Goldwater, who was a general in the Air Force Reserve.

His legislation won veteran status for the WASPS and, strangely, named the Secretary of the Air Force as administrator of procedures for granting veteran status to all other applicants.

Ten air-related groups have received this status since 1979.

Not until 1988 did the U.S. Merchant Marine's World War II sailors get limited veteran status, and then only after an expensive court battle largely financed by the AFL-CIO.

THE JUDGE remarked: "[The] Secretary of the Air Force abused [his] discretion. . . . However, the record contains unrefuted evidence that merchant seamen were trained in weaponry. . . .

"The record is silent. . . as to the military training of dietitians, telephone operators, and other successful

applicants. . . . The denials were arbitrary and capricious. . . and contrary to law. . . ."

At that point, the Air Force Secretary, Edward Aldridge, Jr., "declared" August 15, 1945, as the end of World War-II for merchant mariners. It wasn't the end for the casualties on 13 ships that were sunk by mines between that date and the formal declaration of peace proclaimed as December 31, 1946, by President Harry Truman: "Although a state of war still exists, it is at this time possible to declare. . . that hostilities have terminated."

Congress set that date into law. The December 31, 1946, date is recognized for all the other services and by the Veteran Affairs Department.

Bills in Congress to grant veteran status to merchant mariners have gone nowhere, largely because of Air Force opposition. In a 1996 letter to a Senator, one Air Force official chose to relegate the U.S. Merchant Marine to a "subculture."

Today the Air Force is said to be in the "process of reconsidering" the 1945 cutoff, but that begs the point. The President should change it by executive order before it is posthumous for most of us.

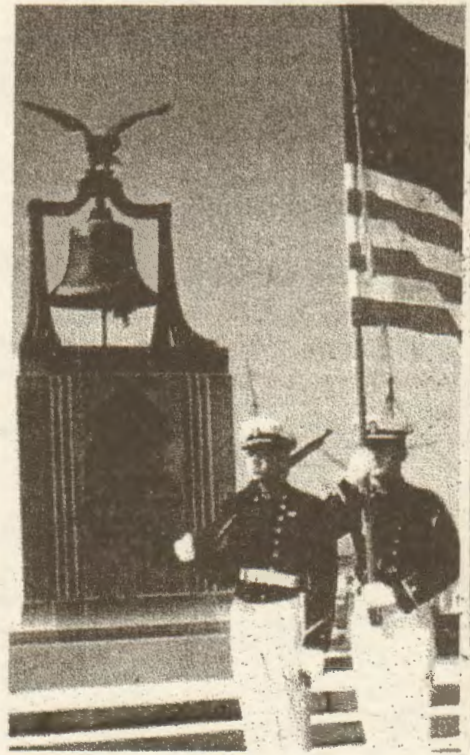
WE'RE not looking for the VA benefits that might have helped us in the past half century. By now we're too old for the GI Bill and the VA loans. We just want recognition.

President Roosevelt said, referring to the Merchant Marine, "As time goes on, there will be greater public understanding. . . ."

He was wrong. President Clinton proclaimed in 1994, "Their sacrifices were crucial to victory."

The men and women of the U.S. Merchant Marine are waiting today for understanding and recognition of their sacrifices.

©San Francisco Examiner



Columnist Supports WWII Merchant Mariners

Retired Bosun Andrew Boney recently brought the above article to the attention of the *Seafarers LOG*. The piece by Daniel Horodysky, reprinted here with permission, calls for passage of legislation that would establish the same veterans' status cutoff date for World War II merchant mariners as the one set for the armed forces. It originally was published

by the *San Francisco Examiner* and also appeared in numerous other newspapers throughout the country. As reported in previous editions of the *Seafarers LOG*, such legislation has been introduced this year in both the House and Senate. Each bill is known as the Merchant Mariners Fairness Act.

MSCPAC Ships Do 2 Rescues in 2 Days

Kilauea, Niagara Falls Aid Stranded Mariners

Two U.S. Military Sealift Command-Pacific Fleet (MSCPAC) ships crewed by members of the SIU's Government Services Division each executed a rescue in Southeast Asian waters last month, within a two-day period.

The *USNS Kilauea*, an ammunition ship, provided food and fresh water to 23 crewmembers of a disabled cargo vessel in the Java Sea south of Borneo on May 13. A day earlier, the supply ship *USNS Niagara Falls* assisted 28 fishermen adrift on a stalled boat off the coast of Mindanao in the Philippines.

"Your prompt, professional and compassionate responses to vessels in distress on the high seas were in keeping with the highest traditions of mariners," said U.S. Navy Rear Admiral John Bepko in a message to both ships. "Of particular note, in both cases, was the initiative, ingenuity and tenacity of masters and crews to promptly render immediate aid and assistance, and resolve these incidents in a safe and sagacious manner. Well done."

Disabled 4 Days

While transiting the Makassar Strait en route to Guam to the northeast, the *Kilauea* received a message from the Global Marine Distress and Safety System about a nearby ship without fuel, food or water.

About 95 miles away, the *Maryam 7* indeed had been disabled for nearly four days and its crew of 20 Indians, two Indonesians and one Greek devoid of nourishment.

The captain of the *Kilauea*, Jeff Cook, ordered one of the MSCPAC vessel's two helicopters ahead to find the 407-foot *Maryam 7*, which is registered in Dubai. After the helicopter succeeded, the *Kilauea* sailed toward the stranded ship, which was anchored near numerous shoals.

As the *Kilauea* approached, the *Maryam 7* reportedly used a hand-cranked radio to communicate with the American-flag ship. The crew explained they were only 160 miles from their destination but had run out of fuel for the boilers. Their stores also were exhausted.

Additionally, they said they repeatedly had been promised provisions by their Indonesia-based shipping agent, but to no avail. Their distress call had been forwarded to the automated system by a passing ship, which otherwise did not offer assistance.

Mindful of the shoals, the *Kilauea* anchored a safe distance from the *Maryam 7* some four hours after receiving the initial call. Cook then dispatched both helicopters to deliver food and 70 gallons of fresh water to the weary mariners.

Working with MSCPAC staff, the *Kilauea* also arranged further assistance for the stranded crew. A boat from Indonesia reportedly arrived hours later and towed the cargo ship into port.

Showing their appreciation to the *Kilauea*, the *Maryam 7* crewmembers gave the MSCPAC ship several handwritten letters of thanks and Indian rupees.

This marked the third time in three years that the *Kilauea* took part in a rescue.

OS Spots Boat

Less than 48 hours earlier, the *Niagara Falls*, also en route to Guam, rescued 28 fishermen from a disabled fishing boat near Mindanao.

OS Arthur J. Cafarelli was on lookout and spotted the small craft several miles off the starboard bow. Cafarelli then reported to the bridge that several individuals from the boat were waving their hands and twirling rags, apparently trying to attract the *Niagara Falls*' attention.

The Seafarers-crewed vessel quickly diverted alongside the fishing boat and discovered it had been adrift for more than a week due to engineering problems. The Filipino mariners—who noted that other ships had come near them but didn't stop to assist—also had consumed all but one day's worth of food and water.

While members of the MSCPAC vessel's engine department attempted to repair the fishing boat, the deck and galley gangs coordinated the providing of stores.

Niagara Falls engineers determined that the boat's transmission could not be repaired, so the vessel was secured aft of the supply ship and readied for a tow to Sarangant Bay in Mindanao. While sailing toward the drop-off point, the *Niagara Falls* contacted another ship headed the same way. That vessel agreed to complete towing of the rescued boat to port while the *Niagara Falls* resumed its voyage to Guam.

Jeffrey A. Siefert, captain of the *Niagara Falls*, described the rescue as "an exceptional effort. All individuals performed their tasks safely and professionally."

Seafarers to Crew MSC's Sea Pride

The SIU last month announced that the union will crew the reflagged containership *Sea Pride*, which will serve as an ammunition supply ship for the U.S. Military Sealift Command (MSC).

Operated under a five-year charter by Sealift, Inc., the *Sea Pride* will carry U.S. Air Force ammunition. It is equipped with cranes and can carry nearly 2,000 containers.

The vessel reportedly will be assigned to MSC's Afloat Prepositioning Force in the Mediterranean Sea beginning this fall. Currently sailing under the Liberian flag, the ship is expected to undergo minor refurbishing in Mobile, Ala. sometime in the next few months.

TRBs Issued Through Lundeberg School

Continued from page 3

keeping records anymore."

Fellow Recertified Bosun Cesar Gutierrez also received his TRB in New Orleans. "I read about it in the *LOG* and understood right away that this is important, so I applied immediately," recalled Gutierrez, who joined the union 30 years ago. "This book is useful and informative."

In addition to Corelli and Gutierrez, other Seafarers who received their TRB at the meeting were Recertified Bosuns Angelo Urti and Hugo Dermody, ABs Leif Pederson, Oscar Padilla, Ramon Castro and Kenneth Baker, QMED Robert Hines, Electricians Melvin Kerns, Brian Jones and Mike Scardina, DEU Louis Mullet, Junior Engineer William Kelley and SA Gilberto Bonitto.

Issued to All Seafarers

TRBs are being issued through the Hall Center's Lundeberg School to all deep sea, Great Lakes and inland Seafarers. Although there is not yet a fixed date by which SIU members must carry a TRB in order to sign on a ship, the school hopes to equip every Seafarer with a TRB by the end of the year, and members are urged to apply for the books as soon as possible.

Original TRBs will be issued at no charge, although Seafarers applying for the booklets must send two color, passport-size photos with their applications. (There will be a \$25 charge for replacement books if lost.) TRBs will be distributed by the Paul Hall Center to whichever port is designated by an individual Seafarer as his or her home port. Members will sign a receipt indicating they have received the booklet.

At the New Orleans meeting, Tellez emphasized that "nothing negative will be written in the TRB. This is designed as a simple, efficient way of recording members' training and their demonstration of job skills. It can only help SIU members."

Bill Eglinton, director of vocational education at the Paul Hall Center, oversaw the final design and printing of the TRB. He noted that the information entered by individuals into the book will be supported and verified by a database maintained at the training facility.

"We are very willing to help other organizations who also have a need for a TRB," Eglinton added. "There seems to be agreement between labor, management and government that it would benefit the industry to stick to one format."

The SIU's training record book (TRB) includes an identification page, instructions and guidelines for the mariner, general guidelines for designated instructors and assessors, and four sections.

Four Sections

Section 1 consists of pages to be used for recording and verifying different types of training, either aboard ship or ashore at a training facility.

This section will be used by all Seafarers. In fact, Section 1 currently is the only part of the TRB that should be used by SIU members.

"Training is the only thing that should be entered in the TRB right now," noted Eglinton. "Members should not have any entries made in Sections 2, 3 or 4 until the SIU announces that it's okay to make such entries."

He added that Seafarers "should make it a point to secure a written verification of any training they receive aboard ship, besides getting it entered in the TRB. Examples of such training would be anything more than just routine safety drills—a seminar, for instance, where the company sends someone to ride the ship, or if an officer provides a formal lecture on vessel familiarization, new equipment, company policies, anything like that."

Section 2 pertains to the 1995 STCW amendments and will be used by Seafarers beginning at a later date. This section contains pages for documenting the demonstration of various job skills associated with sailing aboard tankers, roll-on/roll-off (RO/RO) passenger ships and non-RO/RO passenger ships. It also features charts for proving competencies related to first aid, firefighting and fire prevention, use of survival craft and rescue boats, and more.

Section 3 includes competency tables for those members seeking either a third mate's license, inland mate or master's license, third assistant engineer's license or rating performing duties as an electronics technician.

Section 4 includes the remainder of the tables from the 1995 Amended STCW Convention Code. This section only applies to licensed ratings; it is included in the TRB to accommodate Seafarers who may secure a license, and to promote a standard TRB.

SIU members are reminded to bring their TRB with them when registering at their union hall. This will allow port officials to photocopy any new entries, thereby enabling the Paul Hall Center to update its electronic database. This procedure will allow for producing a duplicate TRB with current information, should one become lost or destroyed.

Training Record Book Application

Name _____
Last First Middle

Date of Birth _____ SSN _____

Home Phone Number _____

Address _____
Street

City State Zip Code

Height (inches) _____ Weight _____ Hair Color _____ Eye Color _____

Are you a graduate of the SHLSS entry level program? Yes No

Have you ever attended any SHLSS Upgrading Courses? Yes No

Book Number _____ Home Port _____ Department _____
(where you want book sent to)

Along with your completed application, please send the following information:

1. Copy of USMMD (Z-card) front and back
2. Two (2) passport size photos
3. Copy of your STCW certificate (if applicable)
4. Copy of your SHLSS school card (if applicable)
5. Proof of any training received other than at SHLSS (certificates, cards, DD-214, etc.) (if applicable)

Signature: _____ Date _____

Send application to:
SHLSS - ADMISSIONS
Attn: TRB
P.O. Box 75
Piney Point, MD 20674 → or give completed application to port agent

If the above application is not filled out completely and the requested information sent, the application will be considered invalid and void. This blank form may be copied.

SIU Supports Locked-Out Newspaper Workers

Continued from page 2

"To the locked-out workers here in Detroit, I say thank you. Thank you for the brave fight to preserve the dignity of American workers. I also stand with you. This struggle is about human rights, fairness and justice. It is a struggle worth fighting for and together we will win," stated House Democratic Whip David E. Bonior (D-Mich.).

"They are the same struggles our parents and grandparents fought, bled and sometimes died



Donning SIU T-shirts and signs, SIU Representative Don Thornton and his dog, Tessa, marched through the streets of Detroit in support of the strikers.



Algonac, Mich. SIU Representative Todd Birdak demonstrates his support for the striking newspaper workers during the June 21 solidarity rally in Detroit.

for. But they are the struggles that brought us the weekend, brought us decent wages, brought us pensions and health benefits. These are the struggles that have raised the standard of living for every single American citizen!" added Bonior.

Rep. Neil Abercrombie (D-Hawaii) noted the significance of the mobilization of thousands of trade unionists and praised the striking workers for their courage in the battle for jobs with fair wages and working conditions.

"This is an incredible show of solidarity," stated SIU Algonac, Mich. Representative Todd Birdak, who served as a parade marshal for the day-long event. "I've met union members from all over the country, and I'm proud to have participated."

"I was overwhelmed by the outpouring of support for the strikers," added SIU Algonac Representative Don Thornton.



The SIU-crewed *Medusa Conquest* was one of several vessels that sailed through Detroit during Action! Motown '97.

Bisso Boatmen Ratify Contract

Continued from page 2

tionship between the SIU and E.N. Bisso," he stated.

The 25-year-old deckhand also said the Bisso boatmen needed the security and benefits of a union contract. "Without the contract we had no rights and our pay was low. I think Bisso can be a good place to work, but it needed the SIU to bump it in the right direction," Roberts explained.

Chief Engineer Wilkinson emphasized that it took "a lot of hard work by a lot of people" in order to secure recognition and the contract. "I'd like to thank all the employees (at Bisso and the SIU) who helped us through thick and thin. It's not like the delegates did it by ourselves," stated Wilkinson, 33.

He cited the various gains and job security achieved via the contract as key reasons why all the efforts "definitely were worth it. I think this probably will ease a lot

of tensions, because now everybody knows where they stand. We never had job protection until we got the contract. For a family man, that's hard to deal with—the idea that you can work hard, do a good job and still not know if you would have a job tomorrow."

Despite the ordeal of Bisso's resistance to the boatmen's vote for representation, Wilkinson concluded that he never doubted the mariners eventually would win. "No, sir, not after we went in there with the pledge cards and won the vote, even through the battle Bisso gave us," he recalled. "I just didn't see us giving up easily. Too many people worked too hard to let this go down the drain."

Bisso operates a fleet of 15 boats, 14 of which work in ship docking operations from the Gulf of Mexico up the Mississippi River as far north as Baton Rouge, La. One vessel sails offshore.

Hall Industry Group Tackles Key Topics

Continued from page 3

operations, data tracking and more.

"ISM could end up overshadowing STCW," Eglinton stated.

TRB Explained

Additionally, the contents and functions of the TRB (jointly developed by the union and school, with input from the Coast Guard and SIU-contracted companies, in part due to STCW and ISM) were explained by Eglinton, SIU Headquarters Representative Carl Peth and Paul Hall Center Admissions Director Priscilla Dement. (See related article on page 3.)

"For the first time, our members own a record of all their training," Eglinton said. "The initial reaction from some members has been, 'This means more paperwork.' But once they understand how it works and how convenient it is for them, they're really happy about it."

Young, Commandant Kramek, Chris Krusa of MarAd and a number of company officials praised the SIU and the school for their initiative in being the first to develop a Coast Guard-accepted TRB.

In his remarks, Kramek echoed the partnership theme that was a focal point of the conference.

"In the last three years, we've seen management and labor work more closely than ever. We're intent on being a positive part of the industry—maintaining good safety standards and making sure we're fair," Kramek said. "Our goal is to be the premier maritime service in the world."

He also noted the importance of maintaining a strong U.S.-flag fleet. "Ninety-five percent of America's exports and imports go by sea. If we can't compete with the European Union, the Asian bloc and others, we're not going to be a world power or remain globally competitive," he stated.

Latest from Hall Center

Staff members of the Paul Hall Center also provided synopses of many other topics:

■ Chef Allan Sherwin, director of culinary education, reviewed recent restructuring of the school's steward department curriculum. This includes new, modular classes (meaning they contain distinctly separate and measured segments of instruction) and an emphasis on seetime requirements between courses.

Sherwin also noted a heightened emphasis on "not just teaching how to cook and bake, but also teaching pride. In the steward



SIU President Michael Sacco (right) and Coast Guard Commandant Robert Kramek emphasize that widespread changes in maritime mean all segments of the industry can benefit by working together.



In three photos above, staff members of the Paul Hall Center update participants on the school's most recent activities and plans for the upcoming year. Pictured from left are Chef Allan Sherwin, director of culinary education; J.C. Wiegman, assistant director of vocational education; and Phil Peak, curriculum development coordinator.



Bill Eglinton (left photo), director of vocational education at the school, reviews the contents of the TRB while (right photo) Priscilla Dement, admissions director, and Carl Peth, headquarters representative, explain the record-keeping system utilized to issue and update the books.



Chris Krusa of MarAd (left) and Chris Young of the Coast Guard were among the speakers at last month's advisory board meeting.

department, you see the rest of the crew every day. If you're not pleasant as well as competent, the entire vessel suffers. Just good enough isn't good enough. We're demanding excellence," he said.

He added that shipboard sanitation is a focal point of the revised curriculum.

■ J.C. Wiegman, assistant director of vocational education, explained the structure of the new unlicensed apprentice program, which includes shipboard training. The curriculum received Coast Guard approval earlier this year.

"Graduates of this program will be more thoroughly trained and will already have some hands-on training aboard the ship. We have raised the standards for entry into the Paul Hall Center, which should benefit the industry," he said.

He added that the school regularly provides specialized courses, including on-site training, for individual companies. "We're willing and able to work with you to meet your specific training needs. This is critical nowadays, because upgrading is an absolute must for mariners to keep up with all the regulations."

■ Phil Peak, curriculum development coordinator, described how courses are developed at the school.

"New classes go before a curriculum review board, where they are thoroughly examined, critiqued and modified. Our goal is to develop effective, quality training and education programs using current industry designs and development techniques and by maintaining conformity with industry requirements. We also strive to be consistent with the goals of our contracted companies," he said.

Peak noted that the center offers approximately 60 classes, including a half-dozen self-certification courses and a wide range of Coast Guard-approved classes.

■ Eric Malzkun, longtime engine department instructor, provided a detailed report covering unlicensed engine department ratings, including a proposed new

rating structure and career path for engine department mariners.

In addition to the people representing the school and the union, those attending the Deep Sea/Inland Towing Advisory Board meeting were Mike Swayne and George Kelley of AT&T's Transoceanic Cable Ship Co.; Tony Naccarato of OMI; Pat Postiglione, John A. Ripperger and Bill Cole of Maritime Overseas; Roy Tolley and Carol Berger of Sea-Land; Dave Brown of Orgulf; Arthur Knudsen of McAllister Towing of Virginia; and Carl Steinhauer of Crowley American Transport.

Also present were Joslin of Great Lakes Towing, Captain P.K. Sang of V Ships Marine, Ltd.; Mike DiPrisco of Crowley Maritime; Joe Cecire and John Torgersen of Bay Ship Management; Pat Brangan and Jim O'Hearn of AMSEA; Trish Grabowski, Douglas Currier and Jack Scott of Dyn Marine Services; and Lamar Doyle of Intracoastal Towing & Transportation Co.

Other participants included Bob Baumann of Maritrans, Don Ivins of Express Marine, Phil Emanuel of Osprey-Acomarit Ship Management, Lambourne of Allied Towing, Todd Johnson of Pacific-Gulf Marine, Captain Carl Olderich and Captain Ed Stribling of Maersk, David Dolan of Marine Transport Lines, Jim Hannon of Sealift, Inc., Jimmy Mann of Matson Navigation Co., Mike Godbey of Crowley Marine, Fred Rosser of Kirby Tankships, Morrison of Ocean Shipholdings, David Kish of Delta Queen Steamboat Co., and Victor M. Carreras of Navieras-NPR, Inc.

Chris Young, Commander Greg Jones, Gauvin and Captain Bob Skewes represented the Coast Guard, while Eric Sager and Ash Chatterjee were in attendance for the NTSB. Also present were Perry Stutman of the National Maritime Center, Chris Krusa from MarAd and Ken Gilman of the U.S. Army Transportation School.

SIU-Crewed Wilson Escapes Sierra Leone

No One Injured as Vessel Sails During Fighting in Port

The crew of the SIU-contracted *Wilson* had little idea of what awaited them when their ship tied up in the capital city of Sierra Leone in late May.

According to Bosun Stanley Jandora, the Sealift, Inc. cargo ship was scheduled to offload 5,000 tons of grain and corn meal in Freetown. The process of taking the bagged cargo off the ship was proceeding smoothly for the first four days the *Wilson* was in port.

"You have to understand," Jandora, who turns 80 this month, told a reporter for the *Seafarers LOG*. "They move slowly over there and they stop offloading at 6 o'clock every night."

However, the regular pace at the port changed on Sunday, May 25.

That morning, the armed forces of Sierra Leone—which is located along Africa's Atlantic coast north of the equator—overthrew the civilian government of that country. In a report to Sealift's office in New York, Captain Paul Mallory stated gunfire could be heard in the city and port facility around 5:30 a.m.

By 8:30 a.m., conditions in the port seemed more stable as the shooting had died off, but no cargo workers had reported to work. However, crewmembers of the *Wilson* were ordered to remain aboard the vessel. "As soon as the captain realized the workers weren't coming, we were restricted to the ship," Jandora noted.

Throughout the afternoon and evening of the 25th, crewmembers could hear gunfire and grenade launchers, while seeing fires burn in Freetown. During the evening, Mallory reported, "A heavily armed soldier threatened a crewman on deck and shots were fired at the vessel, shooting out two deck floodlights."

That night, small groups of armed men drove throughout the port area, breaking into warehouses in order to loot them of their cargo.

As all this was going on, SIU members worked aboard the ship, preparing it in case a quick departure was needed, Jandora recalled.

Around 6:40 a.m. on the 26th, a group of heavily armed soldiers approached Chief Mate Tommie Sanford and threatened him. When he offered them food, they responded that they wanted money. They drove off, claiming they would return with more men and take what they wanted.

At the same time, the local radio reported the U.S. Embassy was being shelled while the United Nations building was under siege. Mallory stated heavy smoke was covering the city, and gunfire could be heard continuously.

With a direct threat having been made on the crew and ship, Mallory ordered the ship be made ready to sail.

"We got away really fast," Jandora said. "We didn't waste any time."

As the lines were being let go, a Land Rover filled with armed men headed for the vessel. However, the vehicle's radiator overheated and boiled over, distracting the soldiers from the work being done to allow the *Wilson* to sail.

After the last line was released at 8:36 a.m. with Chief Mate Sanford and AB Kevin White safely aboard, the soldiers saw the ship pulling away from the dock. They demanded the ship return, but Mallory ordered "full ahead" and the *Wilson* headed down the Sierra Leone River to sea.

"They didn't realize what was going on. That's why we got

away so easily," the bosun recalled with a chuckle.

Yet the vessel and crew still were not out of harm's way. The harbor master and port captain radioed the ship to stop and anchor because the port was closed. Mallory acknowledged that the port was closed and the vessel would not moor without permission; however, he refused to stop the *Wilson*.

The port captain called on the navy to stop the vessel, but no gunboats ever appeared.

The *Wilson* cleared the reefs at the river's entrance at 9:30 a.m. and headed for the open seas, outside Sierra Leone's territorial waters. The vessel arrived safely on the 28th at its next scheduled port, Monrovia, Liberia.

Jandora, who has been a member of the SIU since 1944, said despite the gunfire in the port area, none of the crewmembers came close to being shot at. "We have a very competent, very cooperative crew. Everyone knew what his job was and did it," he added.

The crew of the *Wilson* was praised for its efforts by Sealift, Inc.

In a letter dated May 28, Jim Hannon, the company's crewing manager, said, "Sealift is proud of the efforts of the entire crew for being ready, willing and able to work under the most extreme circumstances. Everyone rose to the occasion, remained calm and handled the situation in a most professional manner, literally while under fire."

"I congratulate everyone on board for a superior effort, and I thank you for insuring the safety of the crew, vessel and cargo."

The *Wilson* sails from Houston and Lake Charles, La. to deliver grain and other cargo to ports in Africa.

Members Welcome Unlicensed Apprentice



An important component of the new unlicensed apprentice program at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. is the 90-day shipboard training and assessment phase. During this segment, students work aboard SIU-contracted vessels, where they gain hands-on experience in all three departments. This helps them develop skills while identifying the department they are best suited for.

Above, unlicensed apprentice Aaron Lutzky (second from left) is welcomed aboard the *Overseas New York* by (from left) Recertified Bosun Ed Cain, SIU Patrolman Vince Coss, Bosun James Souci and Steward Baker Willie Madison. At right, members of the steward department are ready to help Lutzky get the most out of his assignment. Pictured from left are SA Julianne Abernathy, SA John Whalen, Lutzky and Chief Cook Joan Riley.



Seafarer Ross Given Burial at Sea



A memorial service was conducted May 10 aboard the *Sea-Land Developer* for former shipmate John T. Ross III, who died December 25, 1996 at the age of 55. The vessel stopped at the western end of Unimak Pass Fairway en route to Yokohama, Japan. Chief Officer Paul Shelley recited a passage from Psalm 107 and Captain Robert Lamb read a prayer for the burial of the dead at sea. The ashes of Brother Ross were then spread upon the water to the accompaniment of three prolonged blasts on the ship's whistle, signifying man overboard. Brother Ross graduated from the Andrew Furuseh Training School in 1964 and joined the Seafarers in the port of Baltimore. He sailed in the engine department and upgraded to chief electrician at the Lundeborg School. In a note to the *Seafarers LOG* accompanying the photo above, his shipmates wrote, "We were fortunate in knowing John and sailing with him for more than five years. He was an excellent shipmate and will always be fondly remembered. Thank you for the honor of allowing us to see him to his final resting place."

Senate Conducts Hearing on OECD Pact

The Senate Committee on Commerce, Science and Transportation last month conducted its first hearing on the Organization for Economic Cooperation and Development (OECD) Shipbuilding Agreement Act (S. 629).

Designed to end international shipbuilding subsidies as well as prevent unfair pricing practices used by some countries to increase their respective shares of the shipbuilding market, the bill represents an agreement that would cover the United States, the nations of the European Union, Japan, South Korea, Norway, Sweden and Finland. Those nations account for about 80 percent of the world's commercial shipbuilding and repair capacity. All of them, except the United States, already have ratified the OECD pact.

During the June 11 hearing, Senators Trent Lott (R-Miss.), Daniel Inouye (D-Hawaii) and John Breaux (D-La.) urged American shipbuilding interests to work toward reaching an agreement on a compromise being proposed by Lott and Breaux. Precise terms of that compromise still are being worked out, but both Lott, the Senate majority leader, and Breaux, who introduced S. 629 on April 22, intend to strengthen the legislation so that it protects the Jones Act, restores a three-year transition period for the Title XI guarantee program and ensures that plans such as the National Defense Features Program still may be implemented.

In fact, Lott vowed to ensure that the OECD pact does not affect the Jones Act, which specifies that cargo moving between U.S. ports be carried on U.S.-built, U.S.-crewed, U.S.-owned vessels.

It is unclear, however, how such changes would impact the international agreement, since the other

signatory countries already approved a pact devoid of those changes.

A year ago, during the 104th Congress, the House passed an OECD shipbuilding bill that included three amendments put forth by Rep. Herb Bateman (R-Va.), chairman of the House Merchant Marine Oversight Panel. Those amendments called for clarification that the OECD covenant will not impact the Jones Act, provided transitional benefits for U.S. shipyards and extended the Title XI program through 1998. (Title XI allows the federal government to guarantee shipbuilding loans at 87.5 percent of the loan amount for 25 years.) They are the basis of the Lott/Breaux compromise.

During last month's hearing, Lott said he would work with Bateman to secure passage of S. 629. Earlier this year, he declared that without amendments similar to those advanced last year by Bateman, the OECD pact "falls abysmally short of the objectives established by the very industry which sought an international agreement."

Also at the hearing, backers of the legislation said the bill is necessary because without it, the U.S. will compete in a "subsidy war" that it cannot win.

Opponents of S. 629 countered that the bill, as written, contains loopholes that will allow foreign subsidies and dumping practices to continue. They also voiced uneasiness that the OECD agreement raises U.S. national security concerns because it would cover numerous military vessels.

**ATTENTION SEAFARERS:
CONTRIBUTE TO YOUR JOB SECURITY ...
CONTRIBUTE TO SPAD I**

Supertanker Strikes Reef in Tokyo Bay

As the *Seafarers LOG* went to press, news reports were announcing a major oil spill taking place near Yokohama, Japan.

According to various sources, the Panamanian-registered supertanker *Diamond Grace* struck a reef four miles from Yokohama and began dumping an estimated 400,000 gallons of light crude oil into Tokyo Bay on July 2. The leaking oil had produced a slick 3.5 miles wide which was drifting toward Tokyo, about 18 miles away.

The *Diamond Grace*, built in 1994 in Japan, was crewed by 25 mariners from the Philippines and Japan. It was headed to Kawasaki, Japan from the United Arab Emirates with 75.5 million gallons of crude.

Preliminary reports from the scene stated the tanker scraped a reef in shallow waters which created a 10-foot hole on the starboard bow. Apparently one tank was punctured. The vessel continued moving after striking the reef until it ran aground. Oil drained

from the *Diamond Grace* for approximately 90 minutes before it was contained.

An Associated Press report quoted a fishing boat captain as saying those plying Tokyo Bay generally know where the deep and shallow waters are located, so it would be difficult to think how something like this could happen.

Japan's transportation minister declared the spill the worst ever in the country's history, when the original reports from the scene stated four million gallons had spilled. However, when the vessel reached port, crews realized the tanker was not as damaged as previously thought.

Clean-up efforts began immediately. Boats were throwing absorbent mats onto the spill while a helicopter dropped solvents in order to disperse the oil. The Japanese coast guard deployed vessels around the spill to keep fishing boats and other ships out of the affected area.

CS Long Lines Maintains Tradition of Productivity

When the SIU crewed *Long Lines* recently performed a cable-repair operation near the Hawaiian Islands, it marked the continuation of a long-standing tradition of efficient work by the venerable vessel.

Launched in 1961, the *Long Lines* has been a staple of the fleet of cable ships recently sold by AT&T to Tyco International. The vessel has laid approximately 70,000 miles of cable in three oceans and has participated in countless repair operations. It also is believed to be the first ship ever to lay transoceanic fiber optic cable.

Today, the *Long Lines* still is "going strong," reports Cook/Baker Shari Hardman, who sent the photos accompanying this article to the *Seafarers LOG*.

Hardman noted that the recent repair operation took place "two days west of the islands. The ship was called out on April 7 and returned back to Honolulu on April 19. Captain Dooley commended the crew for a

smooth and efficient operation," she observed.

While at sea, SIU members conducted a meeting in which they discussed the sale of AT&T's Submarine Systems Inc. (including five SIU crewed cable ships). They applauded the fact that the five vessels—the *Long Lines*, *Global Link*, *Global Mariner*, *Global Sentinel* and *Charles L. Brown*—will remain under SIU contract.



Members of the steward department during the *Long Lines*' recent cable repair near Hawaii included (from left) SA Joe Neilsen, Third Cook Domingo Barroga Jr., Storekeeper Sonny Moe, SA Victor Pastor, Baker Vincent Alonzo and Chief Cook Tommy Belvin.



Taking part in a union meeting in the galley, Seafarers on the *Long Lines* discuss the recent sale of AT&T's cable ships to Tyco International.



Splicer-Joiners Lee Hardman (left) and Kevin Young helped execute the successful repair of the underwater cable.



Built in 1961, the *Long Lines* remains a capable and adept component of the SIU crewed fleet of cable ships.

Seafarers Keep USNS Regulus Primed

Seafarers aboard the *USNS Regulus* are dedicated to keeping the fast sealift vessel in superior condition, ready to sail in less than four days.

The ship, docked in the Avondale (La.) Shipyard, is operated by Bay Ship Management for the U.S. Maritime Administration (MarAd). The roll-on/roll-off vessel is capable of sailing at speeds in excess of 30 knots and is part of the Ready Reserve Force (RRF).

According to AB Arthur Machado (who sent the accompanying photos), hard work for crewmembers aboard the *USNS Regulus* is constant. Machado is part of the crew on the ship when it is tied up in reduced operating status (ROS). These Seafarers perform whatever duties are needed to keep the vessel in a state of preparedness.

Crewmembers aboard the vessel conduct inspections of all spaces, perform routine maintenance, operate cargo gear, handle stores, adjust and rig gangways, and much more.

RRF vessels make up a fleet of militarily useful vessels docked around the country in layup or ROS that are activated in times of national emergency. The ships are owned by MarAd, which contracts their operations to various U.S.-flag shipping companies.



The *USNS Regulus* is prepared to sail anywhere in the world within four days, thanks to the constant maintenance performed by (from left) Wiper Jason Arino, DEU Allen Pettis, AB Harold Boone and other crewmembers.



Posing for a photo on the deck of the *USNS Regulus* are (from left) AB Arthur Machado, Bosun Wilfredo Rice and OS Victor Moncada



Chief Steward Howard Williams (left), Chief Cook Victor Lacayo (middle) and GSU Jose Canales ensure the Ready Reserve Force vessel always has enough stores on board.

SIU Active on Maritime Memorial Day



Seafarers and SIU officials participated in a number of National Maritime Memorial Day events across the country on May 22, as reported in the June issue of the *Seafarers LOG*. Honoring the nation's maritime heritage, the SIU took part in ceremonies in Washington, D.C., Seattle, San Francisco, St. Louis, Pittsburgh, San Pedro, Calif. and Mobile, Ala. Above: Chief Steward Stephen Valencia (left) and SIU Port Agent Nick Celona represent the union at a commemoration aboard the Liberty ship *Jeremiah O'Brien* in San Francisco.



Chief Cook Don Dwyer (left) listens to speakers (above) at the observance in San Pedro, Calif.



Below: From left, Chief Cook Andre Zene, SIU Port Agent David Carter, SA Corinthus Thomas and Steward-Baker Peter Crum team up for a "gumbo cook-off" in Cooper Riverside Park in Mobile that followed a formal Maritime Memorial Day ceremony.



SEAFARERS FAMILY photos

Taking time to be with the family is an important part of seafaring life. Pictured on this page are some members who are just starting their families and others who have retired and are enjoying their grandchildren and a more relaxed way of life.

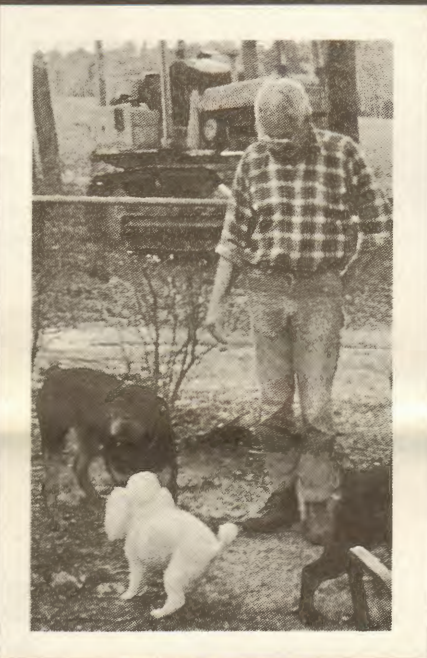
As always, the LOG welcomes your photos and will publish them on a periodic basis.



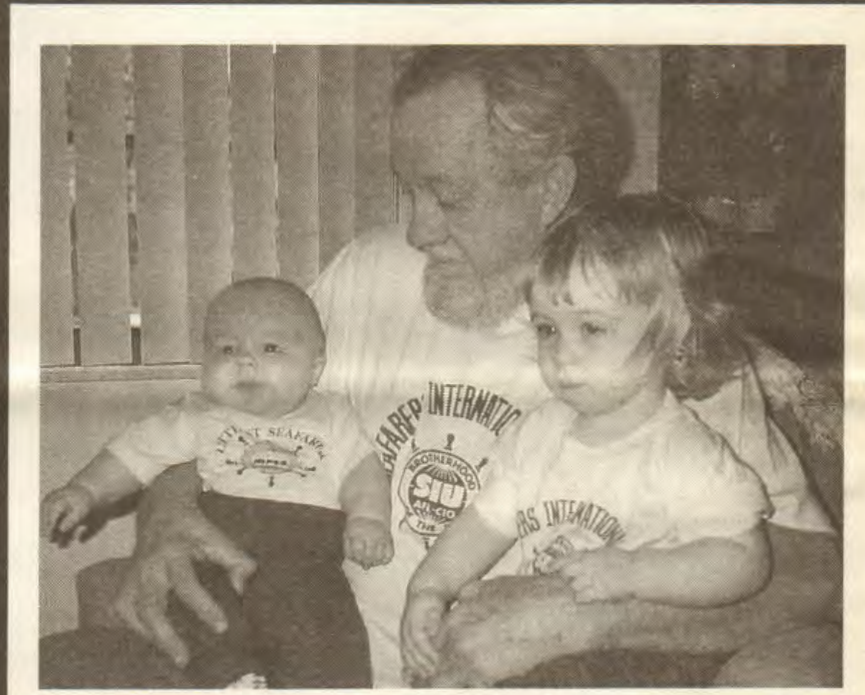
Lester J. Moore started going to sea in 1946—sailing aboard 50 ships—and retired in 1982. Although he misses the seafaring life, Moore, who lives in Livingston, Texas, says he now has more time to spend with the family. Above, he and his wife, Tranquilina, traveled to Knoxville, Tenn. to visit their grandchildren, Chris and James.



16-month-old Justin Gray joins his dad, AB Mark Gray, for a job call in the Philadelphia union hall. Gray, who sails in the inland division, most recently worked as an "operations specialist" for Crowley Marine.



Recently retired deep sea member Frank Cottogin lives on a ranch in the country with his wife, Shirley, and raises everything from Rottweillers to birds. His son, Frank Cottogin III, is now sailing with the SIU.



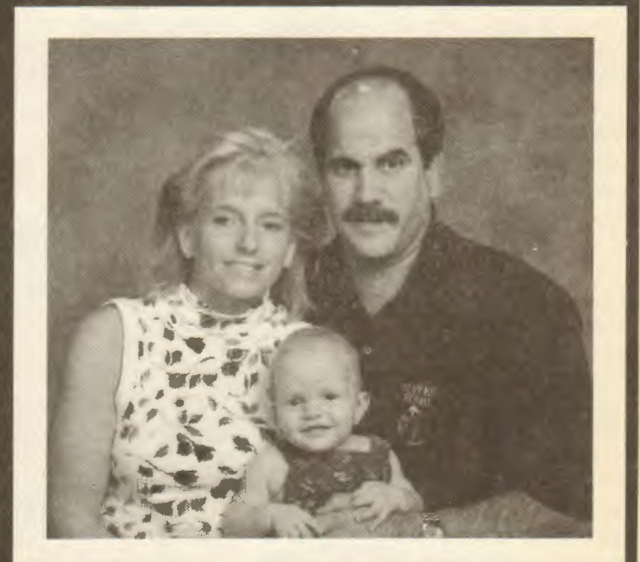
Seafarer George W. Stewart enjoys being with his two little seafarers—granddaughter Sarah Elizabeth Stevens of Jacksonville, Fla. and grandson Jarrod William Nobel of Brandon, Fla. Stewart is a chief engineer for NATCO on Padre Island. He resides with his wife, Shirley, in Seffner, Fla.



Loretta and Sidney Thomas are enjoying their retirement in Houston. Sidney retired as a captain with Higman Barge Lines. He had worked with Higman since 1960 (it went SIU in 1964).



In a visit to the SIU hall in Mobile, Ala., Denise and Keeper Brown pose with their first child, Adrianna, born April 20, 1997. Brown sails in the engine department.



Jenniffer Storms and Dino Ornellas proudly show off their son, Colton Dean Ornellas. Dino serves as the port representative at the Honolulu hall.

A SEAFARER'S VIEW - Part III:

Henry Gamp Describes Life Aboard the STU-Crewed Lucia/Caribbean

Editor's note: A member of the SIU since 1974, Henry Gamp recently sent this article to the Seafarers' LOG chronicling life as chief mate aboard a Penn Maritime tug and barge as it sailed from Boston and the East Coast ports to Aruba and Panama and back—a total of 5,700 nautical miles in 36 days, all the while trying to avoid bad weather. The first two parts appeared in the last two issues of the LOG. This is the conclusion of Brother Gamp's voyage on the Lucia/Caribbean.



Once clear of the dock at Sint Nicolaas and headed out, you enter open water within five minutes, in contrast to, say, the Delaware River, where there may be six hours or so while transiting the river to secure the barge for sea. The gangway needs to be secured, lines stowed or securely tied down, hatches dogged, thruster and hydraulic engines shut down with their exhaust pipes closed to prevent water entering them and numerous other details of this nature. Everything and anything that could be washed away or destroyed by heavy seas washing across the barge or tug must be secured.

Our north-northwesterly run from Aruba diagonally across the open Caribbean to Navassa Island was fairly routine with easterly winds and swells. One naval vessel and a Coast Guard cutter spoke to us during this passage, requesting our last port, destination and master's name.

Again, just as we turned northward off the Haitian coast, we were challenged. This time it was a U.S. Coast Guard plane that flew across our bow from right to left, calling us on VHF Channel #16. He asked the same basic questions and also what we called this type of vessel. He acknowledged our reply and, wishing us a good day, vanished off into the horizon. The coast of Haiti was in sight off to our starboard in the distance.

At 0100, August 1, about 15 miles WNW of Punta de Maisí, Cuba, with us heading toward Miva Por Vos, another plane flew across our bow with a red strobe light flashing from its tail section. This plane never contacted us and flew off toward Cuba. It seems everyone was keeping an eye on our movements.

We met several merchant ships from the Windward passage up through Crooked Island Passage. Between Rum Cay and San Salvador, the weather forecast was excellent. We opted to follow the 74° meridian northward, which would put us about 75 miles eastward of Cape Hatteras, when we traversed that far north.

We had the most beautiful sky on my afternoon watch on August 2. Winds were out of the SSW at 10-12 knots. Seas were almost flat. I guess you could see in excess of 20 miles with some of the most perfectly shaped cumulus clouds dotting the azure blue skies. They were the whitest

white and some of the bottom segments were dark gray, showing the moisture they contained. We were about 330 nautical miles east of Cape Canaveral, and there was no haze whatsoever on the horizon. On the 48-mile range, a few clouds randomly scattered about showed up as rain on the radar.

I knew the tankermen were happy not to be shipping water across the decks while they were standing out there checking cargo temperatures in the mornings. Shipping water also lowers cargo temperatures and means running the boilers earlier to meet discharge temperature specifications. It was even possible to get some painting done on the deck houses and deck piping during this period of nice weather. One man wearing goggles would chip with the needle gun, another following up with the primer. Later, one would cut in using a paint brush, another following up by painting the open expanses with a roller. Maintenance is constant, and good weather has to be taken advantage of.

The crew had rigged a trolling line using a broom handle as an outrigger on the stern deck of the tug. I always envisioned that they would find a set of fish jaws dangling from the lure during one of their periodic inspections of the fishing tackle. I seriously doubted with our 11.5 to 14 knot speed that their efforts would ever yield us our evening entree. Nonetheless, it was a good release for the monotony of the daily routine while they kept at their maintenance work.

A while back, I had instructed one of our AB/tankermen on how to make a rope fender. Mariya, spying it in the fo'c'sle one day, expressed a similar interest and was also inquisitive as to how to make one. She thought it was difficult and complicated to construct a rope fender, but I assured her that was not the case.

Our first step was to splice a rope grommet. Next, we located some scrap line on the barge which we cut into three-foot lengths. Then we bent those sections through the grommet, hiding the grommet's splice, and seizing them together with rope yarns to hold the fender in shape while we worked on it. This center section of the fender is known as the heart. We suspended it from a line fed through a ceiling beam so we could adjust its height as we went along. Then we estimated how much line it would take to cover the fender and cut that amount.

We then stretched that length of rope down one side of the tug's main deck, back to the stern, where we began unraveling it into its three separate strands. Instead of wrapping the ends with tape, we moused them using

rope yarns.

The last step, and I think most enjoyable, was covering the fender with half hitches (knitting the cover). Once I showed Mariya how to begin her half hitches, she had no problem continuing with the pattern. I showed her a few techniques such as adding and dropping hitches to widen or narrow it; how to bend strands together without using knots, and hiding the bitter end inside the fender. She was pleased with the results, and it turned out to be an attrac-



The Lucia is the tug portion of the articulated tug/barge Lucia/Caribbean, which made the 5,700 nautical mile trip in 36 days.

tive serviceable small boat fender. (We often have a project such as weaving a rope mat, tying a monkey fist or making Turk's head knots going on during off-watch time.)

I always enjoy passing along such skills to the younger generation. Not that many years ago, things like this were considered essential knowledge on a tugboat, and you had better know them to keep your job. In fact, when I began tugboating, making rope fenders in the tug's fo'c'sle was special nighttime or foul-weather work for the deckhands. There was always a fender in some stage of construction hanging from a block and tackle. They were softer, didn't grab, easier to slide on than the rubber fenders made out of used tire treads bolted together we so often use aboard tugboats today.

All good things come to an end, as with the sunny, balmy weather we enjoyed since exiting the Caribbean. Once abeam of Charleston, S.C., it faded into overcast skies and occasional rain squalls. It was now Saturday, August 3. Visibility was poor at times. The winds, however, remained from light and variable to under 10 knots out of the south to SSW.

Our 0001 Monday position put us at Latitude 39°06'.0N x Longitude 069°58'.9W. We were heading for the Great South Channel east of Nantucket Shoals, steering on course 024°True. We opted to go outside Cape Cod so as not to have to adjust our arrival time in Boston for the Cape Cod Canal tide (with our 30'3" draft, we would have to complete our transit during the upper half of the tidal range) and also chance the possibility of it being closed due to fog. Interestingly, this position also put us abeam of New York Harbor, and I stepped off 197 miles to Ambrose Light Tower

on the chart with my dividers.

I stood the first watch of the day, Monday morning. Without a target or reference point, it is difficult to estimate the range of visibility at sea. It appeared to fade in and out. Perhaps five miles at best, and less than a mile at other times. I kept a careful eye on the radar, but did not pick up a single radar contact until 0330, just before watch change.

Sure enough, a target popped up right on top of my heading marker. I manipulated my ARPA (Automatic Rapid Plotting Apparatus) crosshair cursor over top of it and pushed the "acquire" button to lock on it. It was a nearly stationary target with only a 1/10 CPA (Closest Point of Approach). I later determined it to be a fishing boat hauling her nets in. With the hazy weather, I came right 20 degrees to give her ample room to maneuver.

Why take chances in open water?

By now, I could hear my relief ascending the four flights of stairs in the tower leading to the bridge. No sooner had the Lucia settled on her new heading than another radar target appeared, this time in the upper right-hand corner of the radar screen. I acquired this contact as well, and the ARPA showed she was steaming toward us at 19.3 knots with less than a 3/10 mile CPA.

I reached for my VHF radio microphone and called her on Channel #16. In that exchange, I learned she was a large container ship bound for the Nantucket-Ambrose Traffic Lane. We agreed to a port to port passage, so I executed another clockwise right rudder course change. I kept my eyes fixed on the screen until I could see the CPA numbers beginning to increase and was certain we were in no danger. I stayed on the bridge until we cleared both vessels. Then I swung back onto our original track and relinquished the watch.

I found the noon watch to be tedious. I've never relished sailing in heavy fog in restricted waters such as narrow channels, fairways, traffic lanes, etc. I would guess we had just under a mile of visibility when I took over the watch. It quickly deteriorated and I pulled the throttles back, slowing our rpms, and began sounding fog signals. We were now inbound following the Boston Harbor Traffic Lane. From where I stood in the wheelhouse, it was 413 feet to the bow of the barge. The bow would fade out of sight at times. Now and then the manifolds—only 294 feet in front of me—also disappeared from view.

Surprisingly, in this heavy fog, there was considerable traffic abeam of Nantucket Island and along the east coast of Cape Cod. I plotted a number of small

targets. I took them to be pleasure craft or fishing boats traveling at incredible speeds for the prevailing conditions.

As I inched along our track line, I would slow down or speed up a few revolutions to increase the CPA of one vessel and discover it would decrease it on another. They were crossing, meeting, overtaking us in all directions. I would like to think they were all radar equipped and were not blindly dashing toward a set of way points punched into a Loran (Long Range Navigation) or GPS (Global Positioning System) receiver.

Nevertheless, with the small CPAs that many gave us, I strongly doubt this was the case. I'm certain our booming long blast followed by two short blasts were the only warning or indication many of them had of our presence. All the while, we were groping along in the fog, preoccupied with traffic. I could hear tugboats talking on VHF Channel #13 in Buzzards Bay and Rhode Island Sound, giving their visibility at one to two miles.

Our original estimated time of arrival would have had us picking up our Boston pilot at the 'BG' Buoy at 2200 Monday evening. Our office sent us a satellite message requesting we adjust that time back a couple of hours on the advice of the local pilots, which we complied with.

Visibility was fair once inside the harbor. Picking up the pilot was uneventful. I made a notation in the logbook that we passed Deer Island Light at 0055 on Tuesday morning. The current was flooding and tide rising which is what the pilot had wanted. He brought along copies of some new soundings showing a 29'6" obstruction in the approach channel to the McArdle Street Bridge.

Our agent was waiting on the dock upon our arrival. Soon the customs and immigration people appeared and we cleared shortly thereafter. About half the crew was changing out, so in addition to discharging cargo, those not on watch were washing clothes, cleaning rooms, packing and calling loved ones at home to let them know their travel arrangements.

Returning to Boston Harbor had brought me full circle to the place I joined the vessel some 36 days before. In that time, we made stops in Boston, New Haven, Philadelphia, Savannah, Aruba and Panama. Adding the mileage from our various passage plans during this time was surprising even to me—we had traversed just over 5,700 nautical miles.

I would remain onboard a few more days and make the trip down to New York, our next port of call. My relief met me in Morania's yard on Staten Island. We had tied up there for a few hours to pick up supplies. Though it was raining heavily that morning, he was a welcome sight, and my spirits were high. I spent a few minutes catching him up on the day-to-day operations of the unit. Then I was off for the airport and home to my wife, Beverly.

Colorado Reflags Under Stars and Stripes



Seafarers Crew 4th Maersk Containership

Another Maersk containership—sailing with an SIU crew—has reflagged under the Stars and Stripes and enrolled in the Maritime Security Program (MSP).

The *Maersk Colorado* in May became the fourth ship operated by Maersk Line Ltd. of New York to join the MSP fleet this year. Seafarers began working aboard the *Colorado* in May, after the vessel replaced the Danish flag with the American ensign in Long Beach, Calif.

Three other Maersk ships, the *Texas*, *Tennessee* and *California*, became part of the MSP fleet earlier this year. Like the *Colorado*, those vessels are crewed by Seafarers in the unlicensed ranks and members of the American Maritime Officers for officer positions.

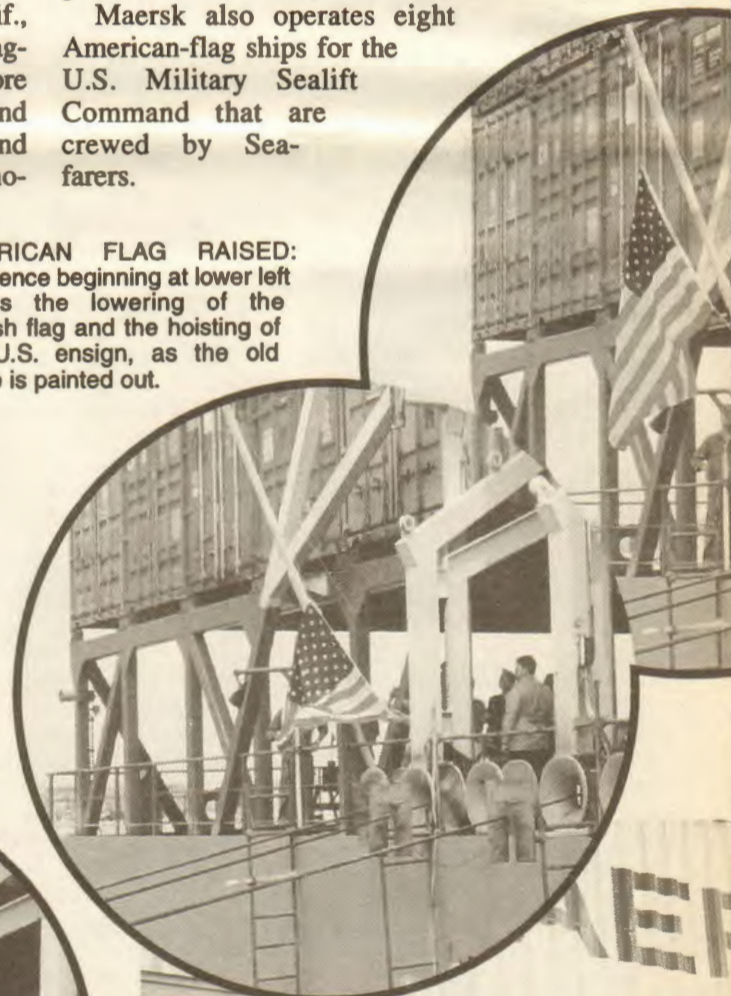
(Authorized under the Maritime Security Act of 1996, the MSP calls for a 10-year, \$1 billion program supporting approximately 50 American-flag vessels that are militarily useful. Ships enrolled in the program must be made available to the U.S. armed forces to provide sealift in times of war or national emergency, as well as to transport military cargo in times of peace.)

John Cox, SIU patrolman in Wilmington, Calif., serviced the *Colorado* immediately after the flag-switch in May. "Without exaggeration, I heard more than one person say they had chills running up and down their spine when the American flag went up, and I felt the same way," noted Cox, who provided the pho-

tos accompanying this article. "There was no ceremony, but the crew was very excited because the vessel is spotless and it represents new jobs for the SIU."

From Long Beach, the *Colorado* (built in 1992) embarked on a South American run slated to include stops in Peru, Ecuador, Chile, Colombia and Venezuela. The vessel also was scheduled to call on ports in Mexico and Florida.

Maersk also operates eight American-flag ships for the U.S. Military Sealift Command that are crewed by Seafarers.



AMERICAN FLAG RAISED: Sequence beginning at lower left shows the lowering of the Danish flag and the hoisting of the U.S. ensign, as the old name is painted out.



Ready for his next assignment aboard the *Maersk Colorado* is AB Mohamed Ahmed.



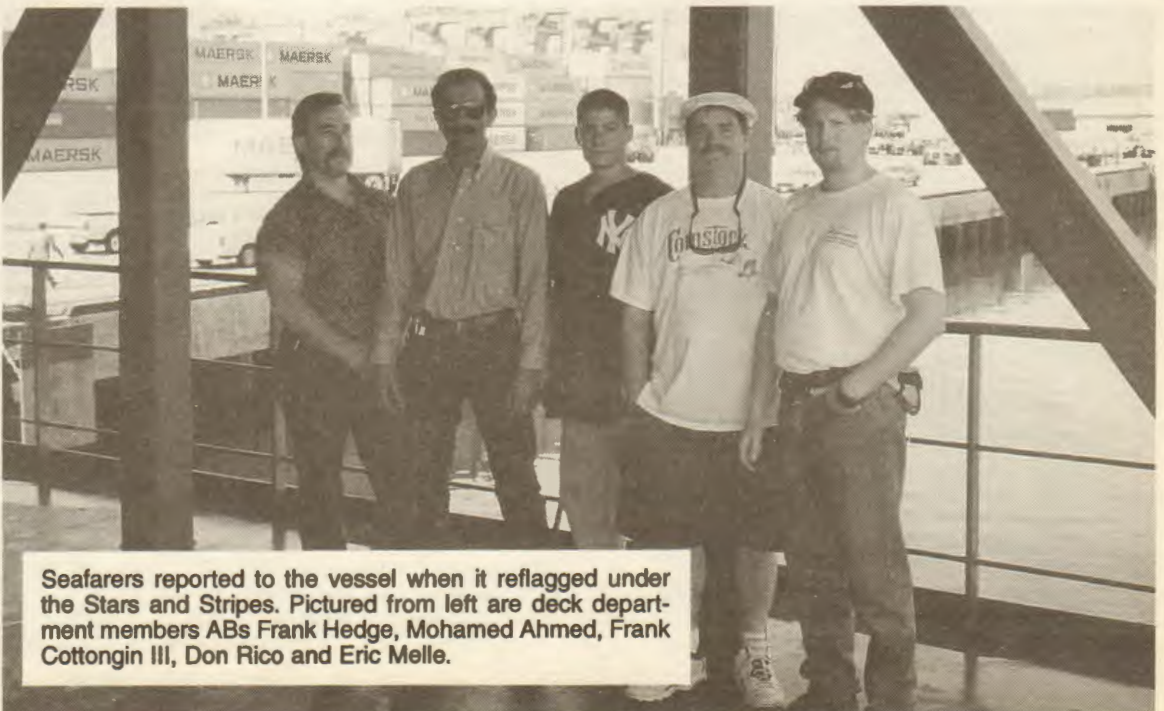
As on all SIU-contracted ships, safety is a top priority. Here, Bosun Robert Garcia (left) and AB Mohamed Ahmed carefully work with a boom near one of the *Colorado's* lifeboats.



SIU steward department personnel know that, because they interact with the entire crew, they play a key role in affecting morale aboard ship. Ready to greet their fellow crewmembers with a smile are Chief Steward Sal Torneo and Chief Cook Arlene Ringler (also pictured at right).



From left, SIU Patrolmen John Cox and Jesse Solis join AB Frank Hedge in examining the deck of the *Maersk Colorado*.



Seafarers reported to the vessel when it reflagged under the Stars and Stripes. Pictured from left are deck department members ABs Frank Hedge, Mohamed Ahmed, Frank Cottogin III, Don Rico and Eric Melle.

Seafaring Brothers Enjoy Meeting Football Greats

Members Gain Autographs, Stories at Card Shows

QMED Chris Earhart and his brother, AB Mickey Earhart, are among the multitude of Americans who have taken up sports-card collecting as a hobby.

Late last year, that pastime led to the Seafarers meeting several retired National Football League (NFL) standouts while helping conduct a card show in southern Maryland, near the Paul Hall Center for Maritime Training and Education.

For the seafaring brothers, both of whom are sports fans, the experience proved doubly rewarding. "Part of the card show was helping collect food for the homeless, so that part obviously was worthwhile," notes Chris Earhart, who joined the SIU in 1989 in Wilmington, Calif. "Meeting the

players, we weren't star-struck at all. But at the same time, how many chances do you have to meet those kinds of people?"

"We really enjoyed ourselves."

The brothers were upgrading at the Paul Hall Center in 1993 when they discovered a local card shop and developed a friendship with the owner. They returned last year for more upgrading classes, visited the shop again and were asked to assist with an upcoming show.

During that same time, Chris went to another memorabilia show featuring NFL Hall of Fame linebacker Dick Butkus, then surprised Mickey with a football bearing Butkus' signature.

"I got it as a birthday present for Mickey, and he about fainted

when I handed him that football," Chris laughingly recalls. "I think he was so excited because Butkus is one of the greatest players the game has known."

At the subsequent show, Mickey, who joined the union in Wilmington in 1990, and Chris met four more well-known, retired players: Minnesota Vikings quarterback Fran Tarkenton, Los Angeles Rams defensive lineman Deacon Jones, Rams linebacker Jack Youngblood and Washington Redskins receiver Charlie Taylor.

"When we talked to Fran, he said he would like to try sailing, but he didn't think his wife would let him," Chris says. "All of the players were funny and nice."



SIU members and brothers Mickey and Chris Earhart recently met former NFL players while assisting with a card show near Piney Point, Md. Top photo: Mickey (left) and Chris (right) share a laugh with Deacon Jones. Middle photo: The brothers pose with Jack Youngblood (second from left) and the shop owner. Bottom photo: Fran Tarkenton tells the Earharts that sailing sounds like an appealing career.

LNG Aries Galley Gang Earns Accolades from Captain, Crew

Making sure Seafarers look forward to meal hours aboard the *LNG Aries* is the job of Chief Steward Robert Brown and Chief Cook Al Fretta. In fact, the galley gang does the job so well that Captain Lionel H. Senes praised the steward department in a recent letter to the *Seafarers LOG*.

"I would like to take this opportunity to commend Chief Steward Brown and Chief Cook Fretta for the wonderful job they are doing aboard the *Aries*. On this shuttle run between Japan and Indonesia, the crew has very little to look forward to daily except a good meal. Mr. Brown and Mr. Fretta make a great team, and the meals they serve are a diverse mix of appetizing ethnic foods, delicious international cuisine and savory down-home favorites," Senes wrote.

The captain noted that the galley gang frequently offers special meals where crewmembers may eat on deck, taking advantage of the ship's picnic tables and barbecue grill. Recently the *Aries* crew enjoyed a cookout featuring steak, hamburgers, hot dogs, sausage, shrimp, chicken, a variety of pasta salads, baked beans, deviled eggs, pizza and fruit salad.

"Steward Brown bakes on a daily basis—making rolls, breads of various types, pies, cakes and home-made pizza. Chief Cook Fretta does an exceptional job and is much appreciated by the crew," he added in the letter.

The captain noted that while Brown and Fretta's talents are first class, the menu would not be as



The superior culinary skills of Chief Cook Al Fretta (left) and Chief Steward Robert Brown aboard the *LNG Aries* were praised by Captain Lionel H. Senes.

good without the help their fellow galley gang members.

"I would also like to take this opportunity to commend the efforts of our SAs Ronnie Fore, Dorian Gillespie and Donna Moore, without whose efforts the steward department would not be complete.

"The SIU can be proud of these people and the job they do for Energy Transportation Co.," concluded Senes.

The *LNG Aries* is one of eight vessels crewed by Seafarers and operated by ETC that carry liquefied natural gas from Indonesia to Japan.



The galley gang aboard the *LNG Aries* works hard to provide variety in their offerings. Pictured above, from left, are SAs Donna Moore, Ronnie Fore and Dorian Gillespie.



Crewmembers enjoy a cookout on the *Aries*' deck.

Enjoy a Summer Vacation At the Paul Hall Center

Summer is already upon us, with its sweltering heat and enervating humidity. It's definitely time for a vacation.

Picture yourself and your family by the pool, at the beach, on a picnic. Or picture yourself and your family exploring Civil War sites or checking out dinosaur bones at the Smithsonian Institution, or watching sharks feed from the safety of an aquarium tank.

All these activities and more are possible day trips for Seafarers and their families who choose to vacation at the Paul Hall Center in Piney Point, Md. With affordable rates (see below) and exciting activities, the facility at the Paul Hall Center's Lundeberg School is the perfect location from which to base a summer vacation.

Located in St. Mary's County, which is surrounded by 400 miles of shoreline, the union's extensive training center makes some of its rooms available to SIU members and their families during the summer months.

Each family member will be able to find something to his or her liking on the grounds of the center.

But while there is plenty to do at the school itself, there is even more outside the gates of the facility. In historic St. Mary's City, families can seemingly travel back in time to visit the place where vessels from England first landed in 1634. Also in the vicinity is Point Lookout State Park which contains the remains of Fort Lincoln, a prisoner of war camp for Confederate soldiers during the Civil War.

And in less than a two-hour drive from the school, vacationing Seafarers can show their families various sights in Washington, D.C., Baltimore, Md. and Alexandria, Va. Many of the attractions are free—the museums of the Smithsonian Institution, the U.S. Capitol and Arlington Cemetery, to name a few.

This family vacation benefit is unique to members of the SIU. Make sure you take advantage of it this summer.

SEAFARERS TRAINING & RECREATION CENTER Vacation Reservation Information

Name: _____

Social Security number: _____ Book number: _____

Address: _____

Telephone number: _____

Number in party / ages of children, if applicable: _____

Date of arrival: 1st choice: _____ 2nd choice: _____ 3rd choice: _____

(Stay is limited to a maximum of two weeks)

Date of departure: _____

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

7/97

UNION MEMBER VACATION RATES

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

Member	\$40.40/day
Spouse	9.45/day
Child	9.45/day

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

Dispatchers' Report for Deep Sea

MAY 16 — JUNE 15, 1997

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**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										
New York	28	32	2	24	15	2	8	54	49	5
Philadelphia	10	5	0	7	4	0	1	6	4	0
Baltimore	6	8	2	4	3	2	2	13	13	1
Norfolk	12	14	2	6	13	4	3	18	14	5
Mobile	9	11	1	8	6	0	0	18	17	1
New Orleans	24	13	4	16	13	2	7	36	20	7
Jacksonville	29	16	6	26	16	5	7	48	26	5
San Francisco	24	10	1	16	16	1	8	43	18	3
Wilmington	19	12	4	12	11	4	3	27	20	11
Seattle	37	10	2	30	20	1	20	44	21	1
Puerto Rico	13	3	5	11	1	3	9	21	4	7
Honolulu	6	10	5	6	6	5	2	9	15	6
Houston	21	23	4	24	18	3	12	29	33	10
St. Louis	3	3	2	0	3	0	0	4	3	3
Piney Point	0	5	1	1	2	1	0	1	6	0
Algonac	1	1	0	1	2	0	1	0	1	1
Totals	242	176	41	192	149	33	83	371	264	66
ENGINE DEPARTMENT										
New York	12	13	2	6	8	1	5	25	19	1
Philadelphia	1	3	0	2	4	0	1	4	2	0
Baltimore	3	8	1	6	6	1	4	7	7	0
Norfolk	6	9	5	6	6	2	2	6	9	5
Mobile	10	5	1	7	2	0	1	15	9	2
New Orleans	9	10	1	7	7	0	4	19	11	3
Jacksonville	20	12	1	10	9	0	5	32	19	2
San Francisco	9	8	0	9	12	0	1	17	11	2
Wilmington	5	8	1	5	9	2	4	8	14	2
Seattle	12	13	0	12	9	2	8	17	14	0
Puerto Rico	6	4	1	5	3	0	1	9	10	2
Honolulu	4	13	4	3	7	3	3	8	11	6
Houston	14	15	3	11	13	2	2	21	14	2
St. Louis	1	2	0	1	0	0	0	1	2	1
Piney Point	7	4	0	3	6	0	2	6	1	0
Algonac	1	1	0	1	2	0	2	0	0	0
Totals	120	128	20	94	103	13	45	195	153	28
STEWARD DEPARTMENT										
New York	17	9	0	5	7	0	4	23	17	0
Philadelphia	1	0	0	0	0	0	0	1	3	1
Baltimore	3	1	0	2	3	1	1	2	0	0
Norfolk	6	5	7	4	3	6	1	10	6	8
Mobile	8	1	0	6	1	0	0	16	7	0
New Orleans	3	8	1	6	7	0	4	7	9	4
Jacksonville	18	5	1	17	5	0	9	28	12	5
San Francisco	22	10	0	23	4	1	12	51	13	1
Wilmington	17	3	0	11	1	1	5	24	5	1
Seattle	16	5	0	17	2	1	5	39	9	1
Puerto Rico	2	1	0	1	1	1	5	6	1	0
Honolulu	13	12	15	10	6	16	11	19	11	3
Houston	14	5	3	5	6	0	2	23	6	3
St. Louis	0	1	0	0	1	0	0	1	0	0
Piney Point	5	4	0	1	0	0	0	10	5	0
Algonac	0	0	0	0	0	0	0	0	2	0
Totals	145	70	27	108	47	27	59	260	106	27
ENTRY DEPARTMENT										
New York	6	22	5	8	17	4	0	9	48	22
Philadelphia	0	2	1	0	1	0	0	0	1	3
Baltimore	0	3	3	0	1	1	0	0	3	5
Norfolk	3	7	19	3	8	12	0	2	14	26
Mobile	1	13	3	0	5	0	0	2	18	3
New Orleans	10	12	13	5	8	2	0	9	16	24
Jacksonville	1	20	8	0	9	4	0	4	29	19
San Francisco	11	15	2	4	11	0	0	18	26	6
Wilmington	5	9	4	3	10	1	0	10	20	8
Seattle	4	10	1	8	12	3	0	10	25	1
Puerto Rico	2	4	2	1	4	2	0	5	8	4
Honolulu	9	62	109	7	48	84	0	15	50	71
Houston	1	12	3	2	10	0	0	3	17	11
St. Louis	1	1	3	1	1	0	0	0	0	3
Piney Point	1	8	0	0	4	13	0	2	13	8
Algonac	0	2	0	0	2	0	0	0	2	0
Totals	55	202	176	42	151	126	0	89	290	214
Totals All Departments	562	576	264	436	450	199	187	915	813	335

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

August & September 1997 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point.....Monday: August 4, September 8
 New YorkTuesday: August 5, September 9
 PhiladelphiaWednesday: August 6, September 10
 BaltimoreThursday: August 7, September 11
 Norfolk.....Thursday: August 7, September 11
 Jacksonville.....Thursday: August 7, September 11
 Algonac.....Friday: August 8, September 12
 Houston.....Monday: August 11, September 15
 New OrleansTuesday: August 12, September 16
 Mobile.....Wednesday: August 13, September 17
 San Francisco.....Thursday: August 14, September 18
 WilmingtonTuesday: August 19*
 Monday: September 22
 *change created by Paul Hall's birthday holiday
 Tacoma.....Friday: August 22, September 26
 San Juan.....Thursday: August 7, September 11
 St. Louis.....Friday: August 15, September 19
 HonoluluFriday: August 15, September 19
 DuluthWednesday: August 13, September 17
 Jersey CityWednesday: August 20, September 24
 New Bedford.....Tuesday: August 19, September 23

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

Personals

BIG BOB DELPBLUM

Please write Wayne Cole at 8580 9th Street, Bay City, OR 97107, or telephone (503) 377-2261.

FRIENDS OF JAMES H. HILL

Brother James H. Hill would like to hear from his SIU brothers, especially those who sailed with him aboard the SS Pen Van Guard and the USS Keva Island. His mailing address is 1805 Mitchell Street, Tampa, FL 33602.



**Seafarers International Union
Directory**

Michael Sacco
President

John Fay
Executive Vice President

David Heindel
Secretary-Treasurer

Augustin Tellez
Vice President Contracts

George McCartney
Vice President West Coast

Roy A. "Buck" Mercer
Vice President Government Services

Jack Caffey
Vice President Atlantic Coast

Byron Kelley
Vice President Lakes and Inland Waters

Dean Corgoy
Vice President Gulf Coast

← HEADQUARTERS →

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

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

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

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

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

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

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

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

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

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

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

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

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

NORFOLK
115 Third St.
Norfolk, VA 23510
(757) 622-1892

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

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

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

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

SANTURCE
1057 Fernandez Juncos Ave., Stop 16½
Santurce, PR 00907
(787) 721-4033

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

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

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

Dispatchers' Report for Great Lakes

MAY 16 — JUNE 15, 1997

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

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	34	2	0	13	0	0	21	2
ENGINE DEPARTMENT									
Algonac	0	11	2	0	9	2	0	2	0
STEWARD DEPARTMENT									
Algonac	0	7	4	0	0	0	0	7	4
ENTRY DEPARTMENT									
Algonac	0	23	15	0	9	4	0	14	11

Totals All Depts 0 75 23 0 31 6 0 44 17

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

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

Dispatchers' Report for Inland Waters

MAY 16 — JUNE 15, 1997

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	7	0	0	1	0	0	12	2	0
Gulf Coast	5	5	3	4	4	2	8	1	10
Lakes, Inland Waters	31	0	0	16	0	0	42	0	0
West Coast	1	0	2	4	0	1	7	1	17
Totals	44	5	5	25	4	3	69	4	27
ENGINE DEPARTMENT									
Atlantic Coast	2	0	0	1	0	0	2	1	1
Gulf Coast	3	0	3	6	0	1	1	0	3
Lakes, Inland Waters	12	0	0	7	0	0	11	0	0
West Coast	0	0	0	2	0	0	0	0	0
Totals	17	0	3	16	0	1	14	1	4
STEWARD DEPARTMENT									
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	0	0	0	0	0	0	0	0	4
Lakes, Inland Waters	7	0	0	2	0	0	3	0	0
West Coast	2	1	0	1	0	0	2	1	1
Totals	10	1	0	3	0	0	7	1	5

Totals All Depts 71 6 8 44 4 4 90 6 36

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

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

PIC-FROM-THE-PAST

This photo, taken in the 1950s, was sent to the LOG by Peter J. Mistretta of Baltimore, Md., who is pictured standing at left. It was taken aboard the SS *Meredith Victory*, registered in Los Angeles, Calif.

During World War II, the need for a faster cargo ship resulted in the design and production of the Victory ship. A total of 414 Victory cargo ships were built. Each was 455 feet long with a 62-foot beam and could run at speeds of 15 knots plus

The Victory ships sailed only in the Pacific and played no part during WWII's Battle of the Atlantic or in European operations.



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



Welcome Ashore

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

Two recertified bosuns are among the 19 Seafarers who are announcing their retirements this month.

Representing 60 years of active union membership, the two recertified bosuns are **Sil T. Ablaza** and **Virgil C. Dowd**. The bosun recertification course offers the highest level of training for deck department members at the Lundeberg School in Piney Point, Md.

Twelve of those signing off shipped on deep sea vessels, five plied the inland waterways, one sailed the Great Lakes and one worked in the railroad marine division.

The most common area of retirement for this month's retiring Seafarers is the Gulf states, where nine of the pensioners make their homes. Four have retired to the East Coast, four to the Midwest and one each resides on the West Coast and Puerto Rico.

Nine of the retiring pensioners served in the U.S. military—five in the Army, two in the Navy and one each in the Air Force and Marine Corps.

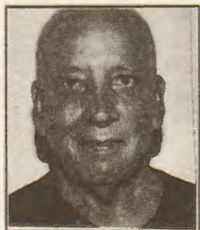
On this page, the *Seafarers LOG* presents brief biographical accounts of the retiring Seafarers.

DEEP SEA



SIL T. ABLAZA, 65, first sailed with the Seafarers in 1964 aboard the *Alcoa Voyager*. He was born in the Philippine Islands. Starting out in the steward department, he later transferred to the deck department. Brother Ablaza upgraded at the Lundeberg School in Piney Point, Md. and graduated from the bosun recertification program there in 1985. He last sailed in 1988 aboard the *SS Constitution*, operated by American Hawaii Cruises, and has retired to Picayune, La.

ISHMAEL L. BRYAN, 67, joined the SIU in 1976 in the port of New York. Brother Bryan sailed as a member of the deck department and last signed off the *Ambassador*, a Crowley American Transport vessel. Born in the Cayman Islands, he became a U.S. citizen. Brother Bryan makes his home in Margate, Fla.



DON L. BUSBY, 65, graduated from the Lundeberg School in 1967 and joined the Seafarers in the port of New Orleans. A native of Louisiana, he sailed in the engine department and frequently upgraded his skills in Piney Point. His first ship was the *Centerville*. His sailing career ended when he signed off the *LNG Capricorn* in December 1996. From 1948 to 1952, he served in

the U.S. Navy. Brother Busby resides in Colfax, La.

VIRGIL C. DOWD, 71, began sailing with the SIU in 1961 from the port of Wilmington, Calif. aboard the *Atlas*. Born in Iowa, he sailed in the deck department and upgraded at the Lundeberg School, where he completed the bosun recertification course in 1984. During World War II, he served in the U.S. Navy. Brother Dowd makes his home in Seattle.



WALTER N. FLEISHMAN, 74, joined the SIU in 1948 in the port of New York. During his union career, he was active in organizing drives and beefs. The California native sailed in the engine department and upgraded to a licensed officer at the Lundeberg School in 1966. Brother Fleishman has retired to New Orleans.



HARRY N. FOSTER, 58, graduated from the Andrew Furuseth Training School in 1960 and joined the Seafarers in the port of Mobile, Ala. Starting out in the steward department, he later transferred to the engine department. A native of Alabama, his first ship was the *Claiborne*, operated by Waterman Steamship Corp. His last ship was the *Rover*, an OMI Corp. vessel. Brother Foster calls Mobile home.



JOHN J. LEONARD, 65, graduated from the Lundeberg School in 1968 and joined the SIU in the port of New Orleans, first sailing aboard the *Cities Service Miami*. Brother Leonard worked in the deck department and upgraded his skills at the Lundeberg School. He signed off the *Sam Houston*, operated by Waterman Steamship Corp. in December 1996. From 1948 to 1954, he served in the U.S. Army. Brother Leonard resides in Marrero, La.



JESSIE ROBINSON, 65, began his sailing career with the SIU in 1968. Brother Robinson worked in the steward department and upgraded at the Lundeberg School. He last sailed aboard the *Robert E Lee*, a Waterman Steamship Corp. vessel. The Virginia native served in the U.S. Army from 1952 to 1954. Brother Robinson makes his home in New Orleans.

OTIS L. SESSIONS, 69, started his career with the Seafarers in

1973 in the port of Houston. A native of Mississippi, he sailed in the engine department and frequently upgraded his skills at the Lundeberg School. During his career, he was active in union organizing drives and beefs. Brother Sessions signed off the *LNG Capricorn*, operated by Energy Transportation Corp., in 1996 and has retired to Stockton, Ala. From 1950 to 1952, he served in the U.S. Army.



EDMUND SOIHET, 65, began sailing with the SIU in 1966 from the port of New Orleans. His first ship was the *Del Mar*, operated by Delta Steamship Lines. Brother Soihet sailed in the engine department and upgraded at the Lundeberg School. He last sailed in 1985 as a QMED aboard the *Archon*, a Westchester Marine vessel. Born in Honduras, he became a U.S. citizen and makes his home in Kenner, La.



FRANCISCO TIRADO, 65, started his career with the Seafarers in 1962 aboard the *Ocean Ulla*. A native of Puerto Rico, he worked in the steward department. Brother Tirado last sailed in 1994 as a chief cook aboard the *Raleigh Bay*, operated by Sea-Land Service, Inc. He has retired to Santa Isabel, P.R.



FELIX VALENTIN, 65, first sailed with the Seafarers in 1969 aboard the *Seatrain Florida*. Brother Valentin sailed in the deck department and upgraded frequently at the Lundeberg School. He last sailed in 1980 aboard the *Santa Juana*, operated by Delta Steamship Lines, Inc. The New York native served in both the U.S. Army and Air Force. Brother Valentin makes his home in Salt Lake City.



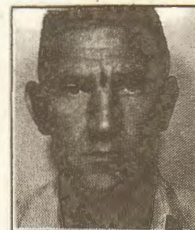
INLAND

NELSON H. BREAUX, 59, started his career with the Seafarers in 1962. A native of Louisiana, he worked in the deck department, last sailing aboard the *Gretchen*, operated by G&H Towing Co. From 1956 to 1958, he served in the U.S. Marine Corps. Boatman Breaux has retired to Houston.



ROBERT J. DIXON, 55, began sailing with the SIU in 1961 from the port of Philadelphia. The Pennsylvania native worked in the deck department, last sailing aboard a Turecamo Marine vessel. From 1964 to 1966, he served in the U.S. Army. Boatman Dixon makes his home in Philadelphia.

JENETA I. KEITH, 65, started her career with the SIU in 1987 in the port of St. Louis. A native of Kentucky, she sailed as a member of the steward department, primarily aboard vessels operated by Orgulf Transportation Co. Sister Keith resides in Hickman, Ky.



JOSEPH R. LARKINS SR., 62, first sailed with the Seafarers in 1970 from the port of Baltimore. Born in Maryland, he worked primarily on vessels operated by Curtis Bay Towing. Boatman Larkins makes his home in Glen Burnie, Md.

BRADLEY A. THOMAS, 63, began sailing with the Seafarers 1969 from the port of Norfolk, Va. Sailing in the deck department, the Virginia native upgraded at the Lundeberg School where he graduated from the towboat



operator program. Boatman Thomas also sailed in the engine department, last sailing as a captain. He signed off the *M G Dudley*, operated by Piney Point Transportation Co., and has retired to Tangier, Va. From 1953 to 1955, he served in the U.S. Army.

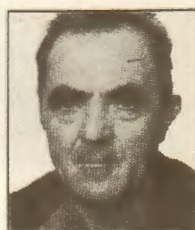
GREAT LAKES



DONALD S. LING, 66, started his career with the Seafarers in 1949 in the port of Detroit, aboard the *Eastern States*. A native of Michigan, he worked in the engine department. Brother Ling last sailed aboard the *S.T. Crapo*, operated by Inland Lakes Management, Inc. He makes his home in Hazel Park, Mich.

RAILROAD MARINE

EUGENIO TREGLIA, 71, began his career with the Seafarers in 1972 in the port of New York. Born in Italy, he sailed primarily with New York Cross Harbor Railroad as a member of the deck department. Boatman Treglia has retired to Brooklyn, N.Y.



LOG-A-RHYTHMS

Pacific Crossing

by Donald Williams

*As the swells subside and the sea calms,
This large ship I ride is steady as a palm.
On a moonlit ocean the darkness shines bright,
Even without the stars we find our way this night.
The Pacific is wide and the miles take life,
Heading home to the love of children and wife.
As we cross above the depth and mountains below,
It is with great pride and love that I sail for home.*

(Donald Williams, who sails as a chief steward, wrote this poem aboard the *Maersk Constellation* while the vessel was returning from Guam.)

Deo Gratias

by Timothy Girard

*A falling star to wish upon,
An evening rainbow here, then gone.
A comet's tail of distant white,
The ship moves on into the night.
On the bridge wing time stands still,
The lookout soon will have his fill.
Relieved he steers an hour more,
Returns to lookout as before.
This life he leads is one of pleasures.
Watery riches and skyward treasures.*

(Timothy Girard sails as bosun aboard the *PFC James Anderson*.)

Final Departures

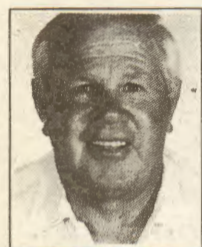
DEEP SEA

ALEXANDER BECKER



Pensioner Alexander Becker, 68, passed away May 16. Born in Connecticut, he began sailing with the Seafarers in 1949 from the port of New York. Brother Becker worked in the engine department and upgraded at the Lundeberg School in Piney Point, Md. During his union career, he was active in organizing drives and beefs. Brother Becker began receiving his pension in August 1993.

REGINALD J. BLYTH



Pensioner Reginald J. Blyth, 81, died in March. Brother Blyth started his career with the SIU in 1958 in the port of New York. A native of South Africa, he sailed in the engine department as an electrician and was active in union organizing drives and strikes. Brother Blyth retired in December 1980.

VICTOR O. BONET



Victor O. Bonet, 85, passed away December 24, 1996. A native of Puerto Rico, he joined the Seafarers in 1942 in the port of New York. Brother Bonet last sailed in the steward department as a chief cook. During his career, he was active in union organizing drives and beefs.

FLAVIUS "FLEM" A. CLARY



Pensioner Flavius "Flem" A. Clary, 83, died May 12. He began sailing with the SIU in 1957 from the port of Norfolk, Va. The Virginia native sailed in the deck department and began receiving his pension in January 1976.

DONATO GIANGIORDANO



Pensioner Donato Giangiordano, 73, passed away May 14. Born in Philadelphia, he started his sailing career with the Seafarers in 1943 in the port of New York. He worked in the deck department and upgraded his skills at the Lundeberg School, where he graduated from the bosun recertification program in 1973. Brother Giangiordano retired in August 1988.

ROLAND E. LANOUE



Pensioner Roland E. Lanoue, 83, passed away May 8. Brother Lanoue began sailing with the Seafarers in 1948 from the port of New York. Born in Massachusetts, he worked in the engine department,

last sailing as a chief electrician. During his career, he was active in union organizing drives and strikes. Brother Lanoue was a resident of New Port Richey, Fla. He began receiving his pension in August 1975.

ISAAC GORDON

Isaac Gordon, 54, died May 11. He graduated from the Andrew Furuseth Training School and joined the SIU in 1961 in the port of New Orleans, first sailing aboard the *Bulk Leader*. A native of Louisiana, Brother Gordon worked in the steward department and upgraded his skills at the Lundeberg School.

DONALD E. McCLINTOCK



Donald E. McClintock, 59, died April 18. He graduated from the Marine Cooks and Stewards (MC&S) Training School and joined the MC&S in 1969 in the port of Wilmington, Calif., before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother McClintock was a native of New Jersey and served in the U.S. Navy from 1955 to 1959.

GEORGE B. McCURLEY



Pensioner George B. McCurley, 67, passed away May 21. Born in Texas, he joined the Seafarers in 1953 in the port of New York. He sailed in the deck department and upgraded at the Lundeberg School. Brother McCurley began receiving his pension in September 1995.

SAM MORRIS



Pensioner Sam Morris, 80, died May 3. A native of Alabama, he began sailing with the SIU in 1956 from the port of San Francisco. His first ship was the *Maiden Creek*, operated by Waterman Steamship Corp. Brother Morris worked in the steward department, last sailing as a chief cook. From 1952 to 1955, he served in the U.S. Army. The Orlando, Fla. resident retired in July 1982.

CHAMP C. SMITH



Pensioner Champ C. Smith, 83, passed away April 4. Brother Smith began sailing with the Seafarers in 1949. Born in West Virginia, he sailed as a member of the engine department. Brother Smith also was a veteran of World War II. He began receiving his pension in July 1978.

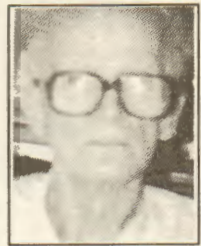
DAVID "SMITTY" B. SMITH



David "Smitty" B. Smith, 49, died May 22. He graduated from the Lundeberg School and joined the SIU in 1970 in the port of New

York. His first ship was the *Falcon Lady*. Brother Smith sailed in the steward department and upgraded at the Lundeberg School, where he completed the steward recertification course in 1982. He last sailed as a chief steward. A native of New York, he served in the U.S. Army from 1965 to 1969.

HAROLD W. SPILLANE



Pensioner Harold W. Spillane, 76, passed away April 28. Born in New Jersey, he began sailing with the Seafarers in 1951 from the port of New York. As a member of the deck department, he upgraded his skills at the Lundeberg School and attended an educational conference there in 1970. During his career, he was active in union organizing drives and beefs. A veteran of World War II, Brother Spillane served in the U.S. Coast Guard from 1942 to 1946. He began receiving his pension in November 1985.

ROBERT STEWART



Pensioner Robert Stewart, 71, died May 21. A native of Maryland, he graduated from the Andrew Furuseth Training School in 1960 and joined the SIU in the port of Baltimore. Starting out in the steward department, he later transferred to the engine department. During World War II, he served in the U.S. Navy. Brother Stewart retired in March 1987.

INLAND

JAMES R. CAMPBELL



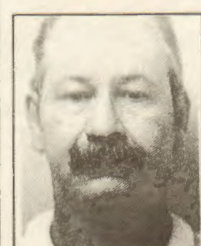
Pensioner James R. Campbell, 70, died April 5. Boatman Campbell started his career with the Seafarers in 1964 in the port of Port Arthur, Texas. The Texas native sailed as a captain. From 1945 to 1946, he served in the U.S. Army. Boatman Campbell was a resident of Hemphill, Texas. He began receiving his pension in September 1984.

JOHN L. GROVES



John L. Groves, 52, passed away May 10. Born in Pennsylvania, he started his career with the Seafarers in 1968 in the port of Philadelphia. He started working in the steward department and later transferred to the deck department. Boatman Groves last sailed in 1995 aboard a Maritrans vessel.

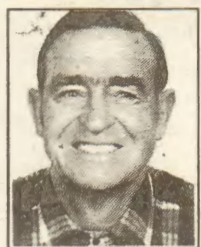
LEE A. HEBERT



Lee A. Hebert, 50, died April 19. He joined the SIU in 1977 in the port of Port Arthur, Texas. Boatman Hebert sailed in the deck department and upgraded at the Lundeberg School. During his union career, he was active in organizing drives and beefs.

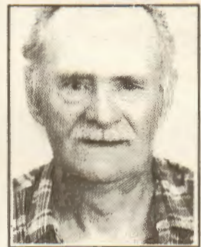
He last sailed in 1991. The Texas native served in the U.S. Navy from 1964 to 1970.

GARDNER HEWITT



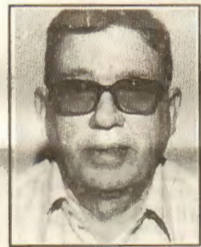
Pensioner Gardner Hewitt, 80, passed away April 3. Boatman Hewitt joined the Seafarers in 1960 in the port of Norfolk, Va. He sailed in the deck department as a mate. The North Carolina native last sailed aboard vessels operated by McAllister Bros. Boatman Hewitt, a resident of Chesapeake, Va., began receiving his pension in March 1982.

WILLIE B. LAVENDER



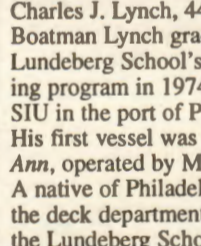
Pensioner Willie B. Lavender, 73, died May 14. A native of North Carolina, he started his career with the SIU in 1957 in the port of Philadelphia. Boatman Lavender sailed primarily aboard Curtis Bay Towing Co. vessels as a member of the steward department. A veteran of the U.S. Air Force during World War II, he made his home in Virginia Beach, Va. and retired in February 1983.

LAURIE G. LEWIS



Pensioner Laurie G. Lewis, 82, passed away May 3. He joined the Seafarers in 1979 in the port of Norfolk, Va. Boatman Lewis sailed as an engineer. He served in the U.S. Coast Guard from 1942 to 1945. The North Carolina native began receiving his pension in June 1979.

CHARLES J. LYNCH



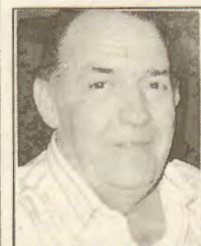
Charles J. Lynch, 44, died May 6. Boatman Lynch graduated from the Lundeberg School's entry level training program in 1974 and joined the SIU in the port of Piney Point, Md. His first vessel was the tug *Mary Ann*, operated by Marine Towing Co. A native of Philadelphia, he sailed in the deck department and upgraded at the Lundeberg School.

ODELL D. McAVOY



Pensioner Odell D. McAvoy, 85, passed away April 30. Born in Arkansas, he began sailing with the Seafarers in 1966 from the port of Port Arthur, Texas. During his sailing years, some of the ratings he held were tankerman, mate and crewboat operator. Boatman McAvoy began receiving his pension in May 1977.

MAX MERRITT



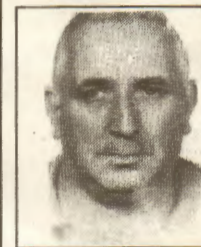
Pensioner Max Merritt, 74, died April 13. He started his career with the SIU in 1965 in the port of New Orleans. Born in Pennsylvania, he sailed in the deck department and upgraded at the Lundeberg School, where he completed the towboat operator course in

1976. Boatman Merritt sailed primarily on vessels operated by Dixie Carriers and retired in February 1986. He was a veteran of World War II, having served in the U.S. Air Force from 1943 to 1946.

WILLIAM E. MILLER

Pensioner William E. Miller, 82, passed away April 17. A native of Georgia, he joined the Seafarers in 1973 in the port of Norfolk, Va. Boatman Miller sailed as a member of the steward department. He was also a veteran of World War II, having served in the U.S. Army from 1943 to 1945. Pensioner Miller was a resident of Savannah, Ga. He began receiving his pension in March 1983.

CHARLES W. MORRIS



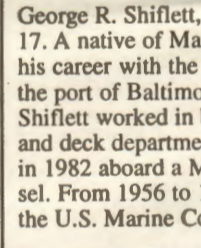
Pensioner Charles W. Morris, 80, died May 11. Boatman Morris joined the Seafarers in 1957 in the port of Baltimore. He sailed primarily on vessels operated by Moran Towing. A native of New York, he worked in the engine department, last sailing as a chief engineer. Boatman Morris was a resident of West Palm Beach, Fla. and began receiving his pension in April 1982.

RAUL RIVERA



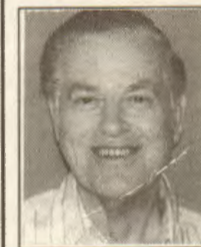
Raul Rivera, 47, passed away March 29. He started his career with the SIU in 1978 in his native Puerto Rico. Boatman Rivera sailed as a member of the deck department. He was a resident of Santurce, P.R.

GEORGE R. SHIFLETT



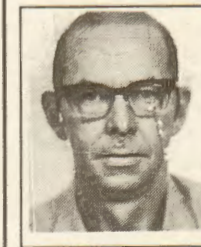
George R. Shiflett, 59, died January 17. A native of Maryland, he started his career with the SIU in 1964 in the port of Baltimore. Boatman Shiflett worked in both the steward and deck departments. He last sailed in 1982 aboard a Moran Towing vessel. From 1956 to 1959, he served in the U.S. Marine Corps.

FRANK J. SMAGALLA



Pensioner Frank J. Smagalla, 79, passed away March 19. Born in Pennsylvania, he joined the Seafarers in 1961 in the port of Philadelphia. He sailed as a member of the steward department. A World War II veteran, he served in the U.S. Navy from 1941 to 1945. Boatman Smagalla was a resident of Claymont, Del. and began receiving his pension in July 1979.

JAMES A. STEPHENS



Pensioner James A. Stephens, 69, died December 30, 1996. Boatman Stephens began sailing with the SIU in 1965 from the port of Houston. A native of Texas, he worked primarily on vessels operated by National Marine. He sailed as a captain and upgraded at the Lundeberg School. Boatman Stephens, a resident of Houston, retired in August 1993.

Continued on page 20

Digest of Shipboard Union Meetings

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

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

GREEN ISLAND (Waterman Steamship), April 27—Chairman Samuel Reed, Secretary John Reid, Educational Director J. Laratta, Deck Delegate R. Castro, Engine Delegate Crescencio Suazo. Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegates. Chairman discussed union memo regarding new contract with crewmembers. Crew noted harsh verbal treatment by captain to members of unlicensed department.

HMI PETROCHEM (IUM), April 6—Chairman Michael Galbraith, Secretary Colleen Mast, Educational Director Larry Philpot, Engine Delegate Terrow Franks, Steward Delegate Davie Guyton. Chairman announced payoff in port of Houston. Treasurer noted 20 movies purchased. No beefs or disputed OT reported. Crew requested new TV antenna and thanked steward department for job well done.

HMI PETROCHEM (IUM), April 27—Chairman Michael Galbraith, Secretary Colleen Mast, Educational Director Larry Philpot, Engine Delegate Terrow Franks, Steward Delegate Davie Guyton. Chairman reported ship's antenna still in need of repair. Bosun announced new TV and VCR received. Crew extended special vote of thanks to SIU Patrolman John Cox for helping crewmembers. Chairman announced payoff upon arrival in Philadelphia. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward departments. Crew thanked Pumpman Philpot and SA Guyton for exceptional work. Entire crew extended vote of thanks to galley gang for "extra fine job."

SEA-LAND LIBERATOR (Sea-Land Service), April 22—Chairman Salvatore Ciciulla, Secretary G. Thomas, Educational Director Elwyn Ford, Engine Delegate Tray Robin. Crew discussed new vessels being built, their sailing routes and expected dates of crewing. Crewmembers noted *Seafarers LOGs* not received this voyage. Educational director recommended all members utilize educational courses offered at Lundeberg School. Treasurer reported ship's fund used to buy 20 new movies for crewmembers. No beefs or disputed OT reported. Crew requested new mattresses for quarters. Steward reminded crew to keep crew lounge clean. Next port: Long Beach, Calif.

OMI COLUMBIA (OMI), April 20—Chairman Greg Hamilton, Secretary Dana Zuls, Educational Director George Montgomery, Deck Delegate Anthony Sabatini, Steward Delegate M. Brayman. Chairman reminded crewmembers not to smoke in mess hall and to keep noise down in house between 2000 and 0600 hours. He advised crew to put away personal gear in crew change room. Bosun urged members who want quarters sani-

tized to keep doors open. He further advised all crew to put refrigerator items away after meals. Secretary informed crew all union forms available as well as applications for training record books (TRBs). Educational director stated crewmembers will receive copy of new contract from San Francisco hall. No beefs or disputed OT reported. Bosun commended galley gang for good food and job well done. Next ports: Valdez, Alaska and El Segundo, Calif.

OMI PATRIOT (OMI), April 28—Chairman J. Dillon, Secretary Carol Grycko, Educational Director H. Castro, Deck Delegate Glenn Thompson, Engine Delegate Thomas Voris Hastings, Steward Delegate Bob Racklin. Chairman reported steward department spending weekends stripping and waxing galley floor. He announced letter received from Vice President Contracts Augie Tellez concerning crew reimbursement for clothing used during tank cleaning. Bosun informed crewmembers ship scheduled to arrive at Panama Canal on May 4 or 5. He noted launch service will be determined by ship's time of stay. Educational director advised crewmembers to apply for new training record books (TRBs) and reminded them to send two passport-sized photos and copies of any training certificates with their application. Treasurer announced \$700 in ship's fund. Disputed OT reported by steward delegate. No beefs or disputed OT reported by deck or engine delegates. Bosun informed crew payoff may be postponed until after U.S. Coast Guard inspection. Crew asked contracts department to look into reimbursement for safety shoes every four to six months instead of every 16 months. Engine delegate discussed closing engine room hatch on port side at an earlier time while in port. Crew thanked steward department for job well done. Next port: Mobile, Ala.

OVERSEAS ALASKA (Maritime Overseas), April 20—Chairman Timothy Koebel, Secretary Lincoln Pinn, Educational Director Cary Pratts, Engine Delegate Sean Adkins, Steward Delegate Ahmed Sharif. Crewmembers discussed new shipping rule amendments. Crew noted questions to be addressed with patrolman concerning vacation pay. Bosun urged all members to have STCW identification certificate. Educational director discussed purchasing new movies with movie fund. No beefs or disputed OT reported. Crewmembers extended vote of thanks to Vice President Contracts Augie Tellez for memo with contract information. Bosun asked members to treat crew recreation area with respect. He reminded crew to empty ashtrays after use, dispose of cans, cups and return plates and utensils

to galley. Crewmembers thanked steward department for job well done. Next port: Tacoma, Wash.

OVERSEAS ARCTIC (Maritime Overseas), April 20—Chairman Kennard Campbell, Secretary Mark Flores, Educational Director Ed Self, Deck Delegate Thames Solomon, Engine Delegate Watt Bloodworth, Steward Delegate Pernell Cook. Chairman reported TV in crew lounge needs an antenna. He also announced steward delegate will now be in charge of ship's fund. Secretary and educational director urged union members to upgrade at Piney Point as often as possible. No beefs or disputed OT reported. Crew thanked galley gang for good meals. Steward requested heating system in chow rooms be adjusted to comply with Alaska's cold temperatures. Next port: Rodeo, Calif.

SEA-LAND CHALLENGER (Sea-Land Service), April 13—Chairman Aldo Santiago, Secretary Donna Jean Clemons, Educational Director Larry Holbert, Deck Delegate Frank Cammuso, Engine Delegate Ramona Gayton, Steward Delegate Alejo Fabia Jr. Chairman announced estimated time of arrival in port of Oakland and Long Beach, Calif. Payoff set for Long Beach. Educational director advised all members to upgrade at Paul Hall Center. He also reminded those crewmembers who had not already done so to take tankerman operation/safety course. No beefs or disputed OT reported. Crewmembers prepared a letter of thanks to Capt. E. Paul Skoropowski for concern and fairness toward entire crew. Bosun stated repair list is posted for any crewmember who wants to request room repairs or new mattresses. Next ports: Oakland and Long Beach, Calif.

SEA-LAND ENTERPRISE (Sea-Land Service), April 24—Chairman Robert Wilson, Secretary Julio Roman, Educational Director Ray Chapman. Chairman urged all members to check new courses being offered at Lundeberg School and donate to SPAD. Secretary asked crewmembers to keep what is discussed during union meetings confidential. No beefs or disputed OT reported. Next port: Oakland, Calif.

SEA-LAND PERFORMANCE (Sea-Land Service), April 27—Chairman Richard Moss, Secretary Stephanie Sizemore, Educational Director Daniel Johnson, Deck Delegate Robert Lewis, Engine Delegate Brian Wilder, Steward Delegate Donald Huffman. Chairman informed crewmembers payoff will take place next morning because of ship's late arrival in port of Charleston, S.C. Secretary thanked entire crew for working together to keep ship clean. No beefs or disputed OT reported. Crew asked contracts department to clarify travel reimbursement amounts. Crewmembers commended galley gang for job well done. Next port: Charleston.

HUMACAO (NPR, Inc.), May 4—Chairman Clarence Pryor, Secretary Robert Seaman. Chairman encouraged members to upgrade skills at Paul Hall Center. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate. Bosun noted he will speak to captain about opening slop chest for crew. Crew thanked steward department for good meals. Steward reminded crew to keep

wash room and laundry room clean.

JULIUS HAMMER (Ocean Chemicals), May 27—Chairman Michael Moore, Secretary Ed Winne. Bosun requested copy of new contract and copies of all important union forms. Educational director urged members to upgrade at Lundeberg School as often as possible. Treasurer announced \$270 in ship's fund. No beefs or disputed OT reported.

Avila for extra efforts and fine meals. Next ports: Portland, Ore.; Long Beach, Calif. and Toyohaski, Japan.

RICHARD G. MATTHIESEN (Ocean Shipholding), May 18—Chairman James Martin, Secretary Michael Pooler, Educational Director Tesfaye Gebregziabher, Deck Delegate Dana Naze, Engine Delegate Gilbert Tedder, Steward Delegate Wendy Fearing. Chairman read

Chopper Lands aboard Matej Kocak



Crewmembers aboard the *Sgt. Matej Kocak* participate in a helo exercise while at sea. Taking part in the operation aboard the Waterman Steamship vessel are Bosun Anjelo Urti, AB Charlie Simmons and AB Howard Blanks.

Crew requested repair of ship's air conditioning system. Bosun advised crew not to smoke during meal hours. Crew requested refrigerators and fans for individual rooms. Chairman announced vessel sailing to China.

LIBERTY SPIRIT (Liberty Maritime), May 25—Chairman James Jowers, Secretary Cathy Scott, Educational Director Torry Kidd, Deck Delegate Berlin Pinion, Engine Delegate Isidro Palacios, Steward Delegate Santiago Amaya. Chairman advised crewmembers to use form in *Seafarers LOG* to apply for training record book (TRB). He announced payoff upon arrival in port of New Orleans. No beefs or disputed OT reported. Crewmembers discussed importance of members finishing entire tour. Steward department commended for clean house and good meals. Next port: New Orleans.

OVERSEAS JOYCE (Maritime Overseas), May 11—Chairman Richard Bradford, Secretary Michael Gramer, Educational Director Emanuel Paul, Deck Delegate Chris Kicey, Steward Delegate Carmelo Dela Cruz. Chairman announced payoff upon arrival in port. He reported next voyage will be to the East Coast ports of Jacksonville, Fla., Baltimore and Newark, N.J. Entire crew extended a "big thanks" to Wilmington, Calif. Patrolman John Cox for level of professionalism demonstrated in resolving problems for crewmembers on last voyage. Bosun discussed importance of SPAD donations. Steward delegate distributed training record book (TRB) applications, explaining how to fill out form and what material to send. No beefs or disputed OT reported. Crewmembers noted *Seafarers LOGs* received and articles discussed. Crew thanked Chief Steward Gramer, Chief Cook Dela Cruz and SA E.

letter from Vice President Contracts Augie Tellez. Educational director urged members to upgrade at Piney Point. Engine delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Bosun requested members not slam doors. Crew requested new TV antenna for ship. Next port: Tampa, Fla.

SEA-LAND ATLANTIC (Sea-Land Service), May 11—Chairman John Bertolino, Secretary Edward Porter. Chairman commended crew for good trip. No beefs or disputed OT reported. Bosun noted new VCR received. Crew requested new dryer for laundry room. Crewmembers thanked members of galley gang for good meals.

SGT. MATEJ KOCAK (Waterman Steamship), May 11—Chairman Anjelo Urti, Secretary Lonnie Gamble, Educational Director Jerald R. Graham, Deck Delegate Charlie Simmons, Engine Delegate Robert Hines Jr., Steward Delegate Michael Brown. Chairman announced payoff following completion of military exercises on May 19 in Rota, Spain. He added crewmembers will fly out May 21 and wished everyone a safe trip home. Educational director advised all members with enough seatime to upgrade at Paul Hall Center. Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegates. Crewmembers noted *Seafarers LOG* is arriving on regular basis and crewmembers are keeping up on union business while at sea. Crew discussed bleach getting onto clothes in washer. Steward reminded entire crew smoking is prohibited in mess room and pantry during meal hours. Crew extended special vote of thanks to galley gang and members of the engine department.

Labor Briefs

NLRB Rules in Favor Of Striking Frontier Workers

Six years after trade unionists walked out of the Frontier Hotel and Casino in Las Vegas when contract negotiations broke down, the National Labor Relations Board (NLRB) ruled the action an unfair labor practice strike. In so doing, the board ordered the hotel to reinstate four workers who were unlawfully discharged, and to restore pay and benefits to three workers who were fired for union activities. The hotel also was ordered to bargain with Hotel Employees and Restaurant Employees locals.

Seafarers were among more than 20,000 union members and their families who, on December 5, 1992 and in 40-degree weather, took part in a march and rally in support of the striking workers (represented by locals affiliated with the Hotel and Restaurant Employees Union, Operating Engineers, Carpenters and Teamsters).

About 550 trade unionists working at Frontier struck on September 21, 1991 in response to unfair labor practices committed by the owners of the casino, who eliminated the workers' pension plan, reduced wages, cut back on the health plan (leaving some employees unprotected) and dropped job security and seniority rights.

The hotel had operated with a union contract for more than 40 years before the present owners purchased it in 1988. The contract expired June 1, 1989, but negotiations continued until the strike was called. Scabs were then hired to keep the casino in business.

The picket line by Frontier workers has stood unbroken for each day of the strike.

Gore: Workers Need Unions

Working women need unions to get a fair deal, Vice President Al Gore proclaimed during a June 5 teleconference on women's issues, the AFL-CIO reported.

"We've got to make sure that working people, and working women in particular, are getting a fair shake in the workplace. We've got to remind America that one of the best ways to do that is with strong labor unions and protection of collective bargaining. The state of our union depends in part on the state of our unions," Gore said.

U.S. Department of Commerce Reports America Imports More than It Exports

According to a recent report issued by the U.S. Department of Commerce, the American trade deficit in manufactured goods continues to increase each year—to a whopping \$188 billion in 1996. In fact, for each month in 1996, the nation imported, on average, goods worth \$15.6 billion more than the value of goods exported.

For the American worker (union and non-union), this means a loss of jobs. The Commerce Department estimates that for every \$1 billion in the trade deficit, 15,000 U.S. jobs are lost. Based on 1996 figures alone, that means a loss of more than 2.8 million jobs—jobs that are now created overseas.

Strawberry Pickers Rally Already Shows Results

Since a massive rally took place on April 13 in Watsonville, Calif. to demand better pay and working conditions for California's 20,000 strawberry pickers, some changes are already being effected.

Coastal Berry, a new company which bought out Gargiulo, the largest employer of strawberry workers, has told its 1,500 employees they are free to support the union without fear of retaliation. An election is expected soon.

Organizing committees are growing among workers at the major strawberry companies, and American Stores, which operates 800 markets nationwide, pledged support for better working conditions for the strawberry pickers.

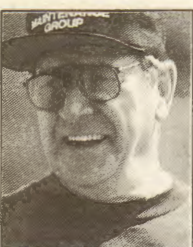
Seafarers and their families were among the 30,000 trade unionists, community activists and religious leaders participating in the April rally.

Final Departures

Continued from page 18

GREAT LAKES

LUCIAN LANDREVILLE



Lucian Landreville, 62, passed away May 8. Born in Michigan, he joined the Seafarers in 1960 in the port of Detroit. During his sailing career, Brother Landreville worked in both the engine and deck departments.

DALE W. PETRIE

Pensioner Dale W. Petrie, 79, died April 19. Brother Petrie started his career with the SIU in 1953 in the port of Detroit. A native of Michigan, he sailed in the deck



DONALD D. THAYER



department. Brother Petrie was a resident of Sebastian, Fla. He began receiving his pension in August 1974.

Pensioner Donald D. Thayer, 72, died March 26. Brother Thayer joined the SIU in 1961 in the port of Chicago. A native of

Illinois, he sailed in the deck department. Pensioner Thayer served in the U.S. Army from 1943 to 1946. He was a resident of Chicago and began receiving his pension in April, 1985.

DO BUY

Women's Outerwear—On the Job, On the Town

Following are brand names of several of the items of women's outerwear made by members of the Union of Needletrades, Industrial & Textile Employees (UNITE). The list was constructed from UNITE's 218-page "Directory of Products Made by Our Members," published in January. As the directory points out, "some... manufacturers have a portion of their production done abroad, so look for the Union Label or 'Made in U.S.A.' when you shop."

Blouses/Shirts

Adrian Avenuery, Anxiety, Arrow, Broadway Juniors, Careerlook, Catch Me, CC Creations, Corbin's, Country, Dress Code, Erica Simone, Farah, Felix, Garan (knit), Genus, House of Ronnie, Jaymee, John Henry, Joseph Vincent, Koret, Lady Hathaway, LL II Designs, Maggie Sweet, Mustang, Pappel, Pendleton, Pierre Cardin, Plymouth, Pretty Woman, Rear End, Red Oak, Renditions, Ronnie Phillips, Sara Roberts, Sasson of Mustang, Savane, Setlage, Singer, Smart Lady, Sophisticates, Tahari, Threads, Time Zone, Velva Sheen, 35N10

Coats

Albert Nippon, Brigatine, Careerlook, Classics, Coat, Concept, Country, Dumas, Galleon, Gigi Originals, Fieldstone Clothes, Haas, Holiday Deb, House of Maurizio, Ille Wacs, J.A.C. Plus, J.A. Resorts, JoFled, Jonathan, Jones Coats of NY, Judi Rich Limited, Karen Fashion, Komitor, LL II Designs, Michael, Miss Dorby, Mystic, Pendleton, Redwood, Regency Styles, Regolette, River Falls, Searle, Sherwood, Sophisticates, S. Rotchild, S Rothschild, Steve by Searle, Steve Studio, Suzette, Tahari, Wax Works, Weather Casuals

Dresses

Affiliate of, Augustus, BCCI, Canaan Fashion, Clalborne, Coco Blanco, DE Frantoria, Dress Code, Et Al by Ronnie, First Issue, Gemini II, J.A.C. Plus, J.A. Resorts, Jaymee, J.G. Hook, Lady Carole Petites, Lady Hathaway, Lilli Ann, Lisa Two, Mark of the Lion, Michael B Petites, Midnite Fashions, Miss Dorby, MKF (knit), Myrna, New Image, Nicole Miller, Oleg Cassini, Pappel, Perception, Pierre Cardin, Pretty Woman, PSI, Ralph Lauren, Renditions, Rosado, Scarlet Jr., Tahari, Taurus II, Tracy Richards, Virgo II

Evening Wear/Gowns

Adam J, Affiliate of, Bridal Originals, Bridesmaids, Brooks Brothers, Calvin

Klein, DKNY, Drizzle, Erica Mitchell, Howard Creations, Jaymee, Lisa Two, Lord West, Miss Dorby, Nicole Miller, Oscar de la Renta Studio, Pappel, Perception, Perry Ellis, Pierre Cardin, Nadine, New Image, Scarlet Jr., Sylvia, Zum Zum Fashion

Jackets/Blazers

Adrian Avenuery, Augustus, BCCI, Broadway Juniors, Calter, Canaan Fashion, Cape Cod, Careerlook, Carlo Stella, Catch Me, Center Stage, Chicago Trousers, Clalborne, Cooper, Corbin's, Country, Dino, DKNY, Easy Pieces, E R Gerard, First Issue, Fundamental Things, Georgia Apparel, Globe, Henry Grethel, House of Maurizio, J.A.C. Plus, J.A. Resorts, Jackwinter, Joseph Vincent, Julia Lauren, Justin, Koret, Koret of California, Leader, Learbury, Lilli Ann, LL II Designs, Maggie Sweet, Mark of the Lion, Mustang, Mystic, NY Look, Pendleton, Play It Again, PSI, Public Notices, Ralph Lauren, Rector, Ronnie Phillips, Sasson of Mustang, Seville Row, Setlage, Singer, Smart Lady, Sophisticates, Sprockets, S. Rotchild, Taylor Flex, Threads, Time Zone, Top Girls

Skirts

Adrian Avenuery, Allison Ann, Asher, BCCI, Bonnie Jean, Broadway Juniors, Careerlook, Catch Me, Chicago Trousers, Coco Blanco, Corbin's, Country, DKNY, Easy Pieces, E R Gerard, Felix, Fundamental Things, Georgia Apparel, Haas, Henry Grethel, House of Ronnie, J.A.C. Plus, James River Trades, J.A. Resorts, Joseph Vincent, Julia Lauren, Koret, Koret of California, Learbury, Levi, L.L. Bean, Maggie Sweet, Magliano, Mark of the Lion, Miss Victoria, Mustang, NY

Look, Pendleton, Pierre Cardin, Play It Again, PSI, Rear End, Redwood, Ronnie Phillips, Sasson of Mustang, Setlage, Smart Lady, Sophisticates, Threads, Time Zone, 35N10

Slacks/Pants/Trousers

Adrian Avenuery, A.G. Pants, Anxiety, Asher, Big-Mac, Broadway Juniors, Buckeye, Careerlook, Catch Me, Chicago Trousers, Coco Blanco, Corbin's, Counterparts, Country, Easy Pieces, Erica Simone, DE Frantoria, E R Gerard, Farah, Felix, Fundamental Things, Georgia Apparel, Haas, Henry Grethel, House of Ronnie, James River Trades, John Henry, Joseph Vincent, Julia Lauren, Koret, Koret of California, Learbury, Liz Clalborne, L.L. Bean, LL II Designs, Maggie Sweet, Magliano, Mark of the Lion, Michael B Petites, Midnite Fashions, MKF (knit), Mustang, Nicole Miller, NY Look, Pendleton, Play It Again, Ralph Lauren, Rear End, Rector, Redwood, Ronnie Phillips, Sasson of Mustang, Savane, Sea World, Setlage, Singer, Smart Lady, Sophisticates, Stanley Blacker, Tahari, Threads, Time Zone, Water Safety, 35N10

Suits

Augustus, BICCI, Brooks Brothers, Canaan Fashion, Chicago Trousers, Clalborne, Corbin's, Dino, DE Frantoria, DKNY, Dress Code, E R Gerard, First Issue, Fundamental Things, Gemini II, Georgia Apparel, Globe, Greenfield, Haas, Henry Grethel, House of Maurizio, Ille Wacs, Jaymee, Johnny Carson, Learbury, LL II Designs, Magliano, Michael B Petites, Midnite Fashions, Nicole Miller, Nini Cerruti, Pappel, Pierre Cardin, Play It Again, Pretty Woman, PSI, Redwood, Renditions, Sara Roberts, Taurus II, Threads, Tofy, Virgo II, Wax Works



UNITE member Ada Salvatore makes the foundation for an Oscar de la Renta ball gown.

Union Quality Shines at Industries Show



UIW National Director Steve Edney and AFL-CIO Maritime Trades Department Executive Secretary-Treasurer Frank Pecquex. Next year's show is scheduled for New Orleans.

More than 200,000 visitors attended the annual AFL-CIO Union Industries Show May 16-19 in Phoenix (below), and many stopped at the booth sponsored by the SIU and its affiliate, the United Industrial Workers (UIW). The yearly event highlights the quality of union-made goods and services, and includes live demonstrations and numerous prizes. Cruises on SIU-contracted Delta Queen Steamboat Co. vessels and numerous UIW products were featured at the SIU/UIW booth. Pictured at left are (from left) UIW Vice President Bill Dobbins; his wife, Jody; UIW retiree Mary Wiggins;



Letters to the Editor

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

AB Thanks Union For Lundeberg School

I would like to thank the staff of the Lundeberg School for the help they gave me when I was taking ESL (English as a Second Language) in 1995, especially Ms. Betty Montgomery in the Academic Department.

After I worked on my English for three months in the Academic Department, I enrolled in the graduate program at State University of New York Maritime College (Fort Schuyler) to obtain my Master of Science degree in transportation management. On May 10, after 18 months, I received my MS degree with a 3.5 grade point average.

Once again, I would like to thank the Lundeberg School in helping me with my English and encouraging me to get my degree and proceed to achieve my goals.

AB Mohamed I. Bazina
Jersey City, N.J.



Mohamed Bazina at graduation.

Fondly Remembering The Mayaguez

I was more than pleased to read the article, "Captured in Cambodia: The Tale of the Mayaguez," which appeared in the May 1997 issue of the Seafarers LOG.

My association with the

Mayaguez, ex Santa Eliana, ex White Falcon goes back to 1948 when I joined her (Santa Eliana) as chief mate. I served on through 1950 when I was brought ashore and sent to South America in a management position for Grace. I was, as port captain at Grace Line, involved in her conversion to a full containership carrying 476 17'4" by 8' by 8' containers. Unfortunately, Venezuela was not ready for containerships and she and her sister ship were withdrawn from service and laid up.

She and her sister ship, the Santa Leonor, were sold to Sea-Land in 1965. At that time, I was vice president, marine operations and ship construction. I converted her and her sister ship a second time to enable them to carry 285 35' by 8' by 8' containers. We renamed her the Mayaguez, and her sister ship became the Ponce.

We assigned them to Gulf Puerto Rico Lines service from New Orleans to Puerto Rico. They served in the Caribbean until they were sent to Vietnam to serve as feeder ships.

My association with the Mayaguez spanned 24 years. She was one of my favorite vessels in which I served and/or operated.

I am pleased the LOG has not forgotten her.

Captain Warren G. Leback
Princeton, N.J.

(Capt. Warren Leback is the former head of the Maritime Administration.)

Widow Affirms Husband's Life

I wanted to write this before now, but it has been three months to the day of my husband's [Chief Steward Bruce D. Barbeau] death, and the time finally seems appropriate and I am able to sit down and complete this.

I wanted to say something affirming my husband's life,

friendships and love for the sea.

Bruce was on the aircraft carrier *Bon Homme Richard* in the Vietnam war. He was young and wild and hated the restrictions of the military while loving the sea. He came home after his discharge and met me. I had children and wanted a more settled life, so he acclimated himself as much as possible at 26 years of age to the routine of life on shore. For about 18 years, he managed Pizza Huts. He hired, fired, opened new stores and moved around as much as possible on terra firma. But that love and longing was there, constantly, in his reminiscences and in his stories of the sea and of his friends, long gone who knows where, perhaps sailing the seas and living the life he gave up for me.

At about 40 years of age, when the kids were grown, he left Corporate America and wandered around in various jobs. But he always talked about the lure and the sirens' call of the sea and of friendships with others who felt the same. Finally, the time came for me to tell him to go, to be free—and if he returned to me, he would be happier and more content. I put him on an airplane in August of 1988, wondering if my love was flying away from me forever. He called in a few weeks from San Francisco, saying he had his first ship. It was the *Silas Bent* and, wonder of wonders, it would be coming into Seattle once a month. He stayed on that ship for more than a year and was so happy when he was home that I happily gave up the thought of him ever being a 9-to-5 kind of a guy again. The sacrifice of the time we used to have was replaced by the joy of the wonderful quality time we had when he returned to me. He began to write letters, and I began to understand this man so much better than I had in all our years of living together. . . and began to love him even more.

Bruce did not want authority. He wanted freedom. But in a short time, my steward assistant

husband became a chief cook (which he loved) and then was promoted to chief steward. He was happy at home and I was happy for his joy. He came to the 1st Lt. *Baldomero Lopez*, working with Captain Harry. I knew he had found his second home and a family which was in tune with his soul.

On March of 1996, he got off the ship. He put off getting his physical until the last minute, like always. As soon as he reached the *Lopez*, he was sent home because of a chest X-ray showing something was wrong. After battling with all he could, he was pronounced cured. Somehow I knew that was not true. I cried on October 15, my birthday, when he left to go back to the *Lopez*. I had said to him, "Honey, if you knew you had just six months to live, would you still want to go back to the ship?" His answer was "Yes." So he went. He returned home in two months, very ill. His cancer had spread to his bones. He died on February 11, 1997. Captain Harry's wife, Nan, came to the funeral. We sent the flag from the coffin back with her. The honor, respect, friendship and dignity that was given his flag on the *Lopez* is seconded only by the same things given to him by shipping: his friends in the SIU and with American Overseas Marine.

He had a second family on all the ships he sailed, but the bonds made on the *Lopez* were so strong that he needed to go there and be

with those people before he died.

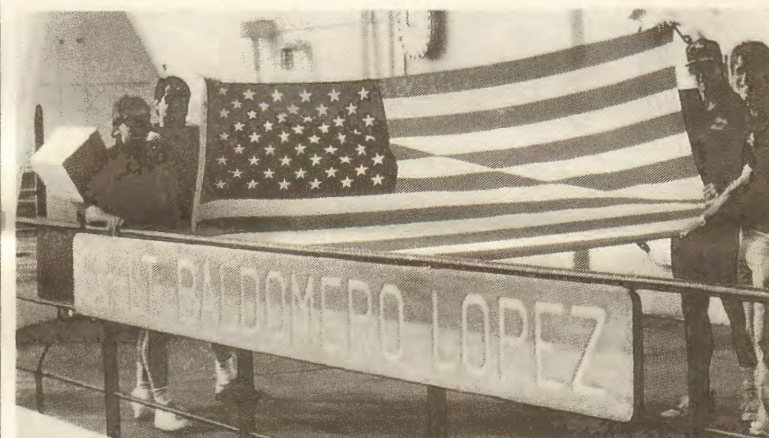
Much is said about the negative aspects of shipping, unions, captains, officers and the work that these men do. Much, however, should be said about the love, friendship and honor they give to each other and their work. They are truly there to guard, protect and service all of us. My thanks, prayers and best wishes to all of you who guard, protect and truly do serve on the seas, in far-away ports and at home. You sacrifice much but also gain much in your chosen life.

To the women who sit home and wait, I could write volumes, but best to say that a little quality time is much better than a great deal of time with a man who feels trapped and unhappy. Let him go, with love, blessings and joy that he has something that makes him a part of something which his soul cries out to do.

I know this letter is long and wordy, but I wanted to give honor and respect to Bruce's shipmates, captains and all of you who make it possible for Seafarers to sail off in pursuit of their dreams.

Carol Barbeau
Federal Way, Wash.

(In a letter to Barbeau's widow, Capt. Harry wrote that he raised Bruce's flag aboard ship on March 1 and the mates put it up the rest of the week. He included several photos of the shipboard ceremonies, including the picture below.)



The deck officers aboard the 1st Lt. *Baldomero Lopez* (including Captain Harry) hold Bruce's flag next to the starboard name board.

Know Your Rights

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

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

SHIPPING RIGHTS. A member's shipping rights and seniority are protected exclusively by contracts between the union and the employers.

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

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

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

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

EDITORIAL POLICY — THE

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

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

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of

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

EQUAL RIGHTS. All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed, color, sex, national or geographic origin.

If any member feels that he or she is denied the equal rights to which he or she is entitled, the member should notify union headquarters.

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD. SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American merchant marine with improved employment opportunities for seamen and boatmen

and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the union or of employment. If a contribution is made by reason of the above improper conduct, the member should notify the Seafarers International Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. A member should support SPAD to protect and further his or her economic, political and social interests, and American trade union concepts.

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

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

Lundeberg School Graduating Classes



Trainee Lifeboat Class 564—Graduating from trainee lifeboat class 564 are (from left, kneeling) Jason Manzi, Heather Tripp, Curtis Richardson, Deronja Clark, (second row) Ben Cusic (instructor), Nicole Farrell, David Arczynski, Stephen Stukes, Jason Strickler, Kyotaro Lopez and Randy Senatore.



Moran Towing Seminar—Seafarers working aboard Moran Towing vessels completed a one-week safety seminar on May 15. They are (from left, kneeling) Casey Taylor (instructor), Mark Taylor, Lee Stuart, Dominic Bailey, Robert Lowe, John Sanborn, (second row) Steve Kelly, Darrell McIntyre, Mark Buizger, Gary Denton, Lou Bariza and Douglas Crawford.



LNG Recertification—Completing the LNG recertification course on May 21 are (from left) Richard Morrison Jr., Rick Harris, John Fitzgerald, Robert Trainor, Jose Pedroza, Mohamed Rawi, Daniel Marcus, John Smith (instructor) and John Hitchcock. Not pictured is William Carlin.



Tankerman Barge PIC—Upgrading Seafarers completing the tankerman barge PIC course on May 13 are (from left) Ben Cusic (instructor), Brian Bowman, Tim Hurst, James Darden, Ted Crockett and Clyde Overton.



Upgraders Lifeboat—Upgrading graduates of the May 28 lifeboat class are (from left, kneeling) Bob Richer, Virgilio Donghit, Ben Cusic (instructor), (second row) Flavio Ordonez, Khalid Mohamed and James Weismore.



Power Plant Maintenance—Certificates of completion were received in power plant maintenance by the June 13 class of upgraders. They are (from left, kneeling) John Bimpong, Higold Schultze, Jeff Levie, Thomas Curtis, (second row) Ron Oyer (instructor), Milton Greene, Rogelio Ybarra, Matthew Ditullio, Dimarko Shoulders, (third row) Joseph LeTang, Stephen Roberts and Ralph Gosnell.



Able Seaman—Marking their graduation on May 30 from the able seaman class are (from left, kneeling) Otto Schlicht, Fred Castillo III, Tom Gilliland (instructor), (second row) Neil Bond, Troy Mack, Patrick McCarthy, Scot Brown and Charles James.

Tanker Assistant DL—SIU members completing the tanker assistant DL course on May 14 are (from left, kneeling) Enrique Agosto, Frank Revette, Mark Fleming, Luong Ngo, (second row) Warren Mundy, Marvin Chester, Kristof Zschaler, Ernest Zepeda, Mark Jones (instructor), (third row) John Arnold, David Tillman and Amilcar Bermudez.



LUNDEBERG SCHOOL 1997 UPGRADING COURSE SCHEDULE

The following is the schedule for classes beginning between August through December 1997 at the Seafarers Harry Lundeberg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	September 22	November 14
Lifeboatman	August 11	August 23
	September 8	September 20
	October 6	October 18
	November 3	November 15
	December 1	December 12
Radar Observer/Unlimited	August 4	August 15
	October 6	October 17
	November 17	November 28
	December 1	December 12
Radar Recertification (one day class)	August 14	
	October 16	
	November 28	
	December 11	
Third Mate	August 25	December 12

Steward Upgrading Courses

Course	Start Date	Date of Completion
<i>Check future LOGs for additional classe this year.</i>		
Galley Operations	August 9	September 5
	August 23	September 19
	September 6	October 3
	September 20	October 17
	October 4	October 31
	October 18	November 14
Certified Chief Cook/Chief Steward	August 9	October 31
	August 23	November 14

Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	August 4	September 8

Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	November 3	December 12
Hydraulics	October 20	November 14
Marine Electrical Maintenance II	August 11	September 19
Welding	September 22	October 17

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Firefighting	September 22	October 3
	October 6	October 17
	October 27	November 7
Tanker Assistant DL	August 25	September 12
	September 22	October 10
	October 20	November 7
LNG Familiarization	November 17	December 5
	September 8	September 26
LNG Recertification	November 17	December 5
	August 11	August 29
Tankerman Barge PIC	November 3	November 21
	August 25	September 5
	October 20	October 31

Additional Courses

Course	Start Date	Date of Completion
GED Preparation	August 25	November 15
English as a Second Language (ESL)	November 4	November 29
Adult Basic Education (ABE)	September 1	October 10
	October 20	December 5
Lifeboat Preparation	August 25	September 5
	September 22	October 3
	October 20	October 31
	November 17	November 28
Introduction to Computers	Self-study	

(In addition, English, history, math, psychology and physics courses are offered in the college program. Check with the admissions office for specific dates.)

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

Endorsement(s) or License(s) now held _____

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

If yes, class # _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

COURSE	BEGIN DATE	END DATE
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

7/97



The

Volume 59 Number 7 July 1997

Seafarers Log

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

Summer Vacation for Seafarers And their Families

There is still time to plan a family holiday this summer at the Paul Hall Center in Piney Point, Md. For additional information, see page 14.

Captain Praises Seafarers on Westward Venture TOTE Vessel Completes Rare Voyage to Black Sea

The hard work, dedication and exemplary disposition of Seafarers aboard the *Westward Venture* was praised by the vessel's captain in a recent letter to SIU President Michael Sacco.

Captain Ron S. LaBarre noted the *Westward Venture*, a Totem Ocean Trailer Express (TOTE) vessel, completed a "highly unusual" charter to ports in the Mediterranean and Black Seas earlier this year. As part of the contract, LaBarre stated the ship made three 25-day transatlantic trips to deliver farm equipment and other supplies to Greece and Russia from Savannah, Ga.

The *Westward Venture* and her sister ships, the *Great Land* and the *Northern Lights*, are roll-on/roll-off vessels which regularly transport cargo between the Pacific Northwest and Alaska.

LaBarre commended the entire crew for its outstanding performance throughout the special overseas voyages. "The crew was called upon to 'break the routine' and be prepared for these new and exciting ports," he wrote. "The Ukraine and

Russia were both challenging and rewarding. The crew handled everything that was asked of them like professionals. They have performed admirably, demonstrating good morale, seamanship, engineering and food service.

"It has been my pleasure to work and sail with these fine men and women. It is said that a ship is only as good as its crew, and this is an excellent ship! My thanks to them and my hat is off to one and all. The SIU should be very proud of these fine representatives," concluded LaBarre.

SIU members aboard the TOTE vessel included Bosun James Delay, ABs John Dunavant, William Henderson, Edwin Rivera, Al M. Alhaj, Sanford Charles Klavano and Larry Viola, Electrician Christopher Cunningham, OMUs Santiago Alvarado, Devin Glossin Jr. and Milton Israel, GUDes Nasser Almansoob, Agulio Llorente and Stephanie Brown, Steward/Baker Kenneth Long, Chief Cook Sam Kassem and SAs Shirley Mae Bellamey, Timothy Methvin and Saeed Shaibi.



RO/RO's Return to Northwest Allows Fishermen To Sail Home



After receiving fuel from the *Westward Venture*, the *Bellamari* sails toward its home port of Cordova, Alaska.

The *Westward Venture's* return to its routine run between Tacoma, Wash. and Anchorage, Alaska was anything but regular.

The SIU-crewed vessel took a slight diversion on its northbound voyage when lookouts spotted a stranded fishing vessel.

"We were en route to Anchorage in the Gulf of Alaska when we spotted the fishing vessel *Bellamari*," recalled AB Edwin Rivera, who sent a letter and the



Deck department members pose for a photo aboard the *Westward Venture* after assisting an Alaskan fishing vessel that had been adrift in the Gulf of Alaska without fuel for two days.



AB William Henderson inspects a shot line before transferring fuel to the *Bellamari*.



Crewmembers aboard the *Westward Venture* transfer fuel to the distressed Alaskan fishing vessel.

photos accompanying this story to the *Seafarers LOG*.

"After making contact with the fishermen, they informed us that they had been adrift since they ran out of fuel two days before," he added.

According to Rivera, crewmembers aboard the 791-foot roll-on/roll-off *Westward Venture* immediately began preparations to assist the distressed vessel.

"Captain LaBarre maneuvered our ship as close as possible to the fishing craft while AB William Henderson and other crewmembers prepared the shot line for the transfer of diesel fuel," noted Rivera.

After Henderson inspected the shot line, Bosun Jim Delay, AB John Dunavant, Electrician Christopher Cunningham and Chief Mate Mark Daly passed the fuel container to the fishing boat.

The *Bellamari* crew filled the fuel tank, and with a grateful wave, steamed toward home in Cordova, Alaska.

"The following day we received word that the fishermen had made it back to their port safely. They were very appreciative of our help, and we were happy to have given them a hand in sailing home," concluded Rivera.