

SEAFARERS LOG



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New Safety and Rescue Courses Offered

The Paul Hall Center has added new courses to its curriculum that cover confined space entry and rescue, designed to assist Seafarers in the event of an emergency at sea. Story on page 9.

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for Seafarers
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President's Report

Progress Continues for Seafarers

Now that 1993 has come to an end, it is time to pause for a moment and reflect on what the SIU has accomplished. The year was marked by an increase in employment opportunities for Seafarers and the addition of contracted vessels to the SIU's fleet of ships.

The most significant of these was the addition of 16 oil spill clean-up boats operated by Dyn Marine. This resulted when crewmembers of these vessels, which are located around the U.S. coastline as well as Hawaii and the Virgin Islands, voted to be represented by the SIU.



Michael Sacco

Among the new jobs available to members last year were those aboard AT&T's newest cable ship, the *Global Mariner*.

The year saw the U.S. House of Representatives focus its full attention on the U.S.-flag maritime industry. The union worked hard with the bipartisan leadership of the House Merchant Marine and Fisheries Committee, which offered legislation in May to revitalize the U.S.-flag merchant fleet.

In November, shortly after President Clinton announced his support for the bill, the House overwhelmingly passed H.R. 2151, a program designed to carry U.S.-flag shipping into the next century. The bill received strong support from Democrats and Republicans alike in passing 347-65.

At the same time, the House sank an attack on cargo preference by farm state legislators by a 309-109 margin.

Also on Capitol Hill, the SIU continued the fight to make our nation's inland waterways safer. The union worked with elected officials to introduce legislation calling for most boatmen to hold Coast Guard-issued merchant marine documents. This would require the men and women who sail on the inland waterways to meet the same requirements (such as drug testing and an FBI background check) as American mariners on the deep seas and Great Lakes.

With regard to contracts, Seafarers ratified new three-year standard deep sea freightship and tanker agreements that not only provide an increase in salaries but also extend outpatient benefits to the dependents and spouses of Seafarers. SIU members sailing on the Great Lakes approved a new four-year accord that included a salary increase and extended outpatient benefits to their families.

The SIU can take pride in its record built during 1993. But the union has no intention of resting on its laurels. This new year promises to be full of challenges that the SIU will be ready to confront. We have our work cut out for us. The fights we will be facing won't be easy. But, the union plans to move forward, to be at the forefront of the battles that will carry the maritime industry into 1994 and into the coming new century.

Looking Ahead

The SIU is very much aware of the determination of the enemies of U.S. shipping to drive the American flag off the high seas. Last year, the multi-national agribusinesses showed their resolve in trying to get rid of cargo preference legislation.

Despite being heavily subsidized, these agribusinesses, which include some companies with their own foreign-flag fleets, continue to scream and holler that maritime is taking money away from the small family farmers when nothing could be further from the truth. While these firms rake in billions in government subsidies, they begrudge the merchant marine of the tiny fraction it receives from the Treasury merely in an effort to stay afloat.

The union will use every ounce of its energy to keep them from slowing or scuttling a bill that affects the lives of tens of thousands of working American mariners, their families and all those people whose livelihoods depend on the U.S.-flag merchant fleet.

It will be especially important in this coming year that Seafarers continue to support the union's political activities through donations to SPAD. A strong political program means a strong presence on Capitol Hill, where legislation which affects Seafarers is debated daily. Such legislation includes not only maritime but also other matters like health care and the economic problems of the nation.

SIU members and their families should continue to be involved at the grassroots level. It is important that elected officials know Seafarers are among their constituents. Union members can do this by attending meetings with representatives or senators or by writing letters to express views in support of maritime.

I truly believe Seafarers will continue to be the best trained mariners in the world, thanks to the Seafarers Harry Lundberg School of Seamanship at the Paul Hall Center for Maritime Training and Education.

The school is the leader in maritime training by providing courses to Seafarers that keep members up-to-date in technology aboard vessels on the deep seas, inland waterways or Great Lakes. In 1994, the staff of the school will continue working with contracted operators to make sure that its curriculum keeps SIU members on top of the field.

Whether members upgrade their departmental ratings or take specialty courses such as firefighting or oil spill prevention and containment, the school will update its courses so members will graduate with the latest available information to perform their jobs better aboard ship.

The SIU also will continue working with contracted companies to break out more vessels under the American flag. Already under construction is the *American Queen*, a new paddlewheel riverboat being built by the Delta Queen Steamboat Company. New boats like the *American Queen* will continue to provide new jobs for Seafarers—a never-ending quest for the SIU.

The year 1994 holds so much promise for Seafarers and their families. The union intends to do everything possible to make this a better and brighter year for everyone.

Maritime Issues at Fore When Congress Resumes

Congress faces a full slate of legislation dealing with the U.S.-flag maritime industry when it returns to Capitol Hill this month.

While the Senate will be contemplating bills that involve maritime revitalization and foreign-flag cruise ships, the House of Representatives will continue its work on inland waterway safety legislation.

The Senate is expected to hold hearings on the Maritime Security and Competitiveness Act (H.R. 2151) by spring. The House passed the measure by a 347-65 margin in November.

H.R. 2151 outlines a 10-year program to provide \$1.2 billion for a proposed Maritime Security Fleet. Although the bill does not provide a specific number of ships that would be included, news reports note the figure would be between 50 and 70 vessels.

The bill also creates a new Series Transportation Program to help U.S. shipyards build vessels that are price-competitive on the world market.

Search for Funds

Part of the work that will be done by the Senate on the bill will be to work with the House and the Clinton administration to find the funding for such legislation.

Representative Gerry Studds (D-Mass.), chairman of the House Merchant Marine and Fisheries Committee, told the Washington, D.C. Propeller Club last month that he and his counterpart in the Senate, John Breaux (D-La.), had met with President Clinton and his aides to discuss the situation.

"When we left that meeting, we had the president's support," said Studds, who was part of the bipartisan team of legislators to introduce the bill. "We had his support because this president and this administration believe, as we do, that if America can neither build nor operate the ships we require to carry our trade to world markets or support our troops in time of war, we will no longer be a superpower."

Also before the Senate is a bill that would prohibit foreign-flag vessels' offering one-day gaming cruises from sailing in and out of the same U.S. port.

The House approved the United States-Flag Passenger Vessel Act (H.R. 1250) in November and sent it to the Senate for consideration. The bill, introduced by Representative Gene Taylor (D-Miss.), is designed to close loopholes in the Passenger Vessel Act of 1886 and the Jones Act of 1920.

The U.S. Customs Service has used the loopholes to declare such voyages, known as "cruises-to-nowhere," legal.

The bill would phase out the foreign-flag vessels early in the next century unless American citizens are employed on board the ship, a U.S.-flag vessel with at least 75 percent of the passenger capacity does not enter the same market or the vessel is not sold.

Meanwhile, the House is expected to continue its work on legislation that would make the nation's inland waterways safer. Two bills are before the House Coast Guard and Navigation Subcommittee awaiting action.

Seek Safer Waterways

The subcommittee already has held one hearing on a bill that would require all boatmen sailing aboard vessels of more than five gross tons to hold merchant mariner documents (z-cards). H.R. 1915 would close loopholes in the present laws governing the 25,777 miles of navigable waterways that allow a majority of the men and women on tugs, tows and barges to sail without z-cards.

All mariners sailing aboard U.S.-flag deep sea and Great Lakes vessels must hold merchant mariner documents and go through the procedures necessary to obtain them. Those requirements include passage of a drug test, a criminal records check, review for drunk-driving or controlled substance violations, proof of employment in the industry or evidence of military service and much more.

In a study conducted by the SIU of Coast Guard figures concerning reported accidents, 58 percent of those between the late

1970s and mid-1991 on the inland waterways were caused by human factors. That compares with human factors being the primary cause in 36 percent of the accidents on the Great Lakes and 31 percent on the deep seas during the same reporting period.

Accident-Related Bill

The other piece of legislation before the subcommittee stems directly from the September 22 fatal accident when a passenger train plunged into a bayou near Mobile, Ala. after a tugboat pushing six barges hit a bridge support, knocking it out of line. A total of 47 passengers died and 150 were injured.

The Towing Vessel Navigational Safety Act (H.R. 3282) calls for all towing vessels to be equipped with marine charts, navigational publications, compass, radar and fathometer. The bill also requires licensed towboat operators to be proficient in the use of these navigational aids.

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Sen. Breaux



Rep. Studds

Michael McKay Elected To Presidency of AMO

Michael R. McKay has been elected to a full three-year term as president of the American Maritime Officers District 2-MEBA (AMO), a union of ocean-going, Great Lakes and inland waters merchant marine officers.

McKay, a marine engineer, defeated Jimmie Dale Alexander by a vote of 909 to 189. Also elected by the membership was Timothy A. Mohler as Great Lakes vice president. He defeated Robert Noffze 872 to 168. All other positions were unopposed.

"I am gratified by the outcome," McKay said after the results were announced. "The vote was a reflection of confidence in me, Tim and the entire executive board of AMO, and of the faith in the sensible policies long pursued in AMO." He also noted the membership's "solid and continued support" would allow the union to protect its independence and "sustain its deep sea, Great Lakes and inland water jobs and secure new work opportunities."

McKay became president of the union in August when longtime AMO President



Michael McKay

Raymond McKay, his father, passed away. The younger McKay had served as the union's secretary-treasurer since 1980. He joined AMO in 1968 and sailed as a marine engineer.

The secret ballot election took place over a two-month period beginning September 30. An impartial administrator supervised the balloting and ballot count, which was witnessed by the candidates and other AMO members.

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Shipping Dropped from World Trade Pact

Maritime Interests Urged Water Transport Be Kept Out of GATT

Negotiators at the world trade talks eliminated maritime services from the world trade agreement last month as they concluded seven years of negotiations and created the World Trade Organization (WTO).

The move was welcomed by shipping interests around the world, including those in the U.S., which believe the industry already is regulated through multi-national and bilateral accords.

'Mission Achieved'

"It is gratifying that the negotiators saw fit to exclude maritime," noted SIU President Michael Sacco. "That was our main objective when the talks began. We are glad that mission was achieved."

The meetings, which began in Uruguay in 1986 as the General Agreement on Tariffs and Trade (GATT), closed December 15 when negotiators wrapped up their work in a flurry of last-minute activities. Included in those sessions was the prospect that maritime would be a part of the services controlled by the treaty.

But, an agreement was reached by the negotiators to exclude ocean transportation from the final document in order to wrap up the document. This allows the United States to maintain all of its current maritime laws and practices, including the Jones Act, cargo preference and operating subsidies.

That agreement also called for the U.S., the European Union (formerly the European Com-

munity composed of 12 European nations) and five other countries to enter into separate negotiations through June 1996 concerning maritime. If no agreement at liberalizing maritime transportation can be reached by that date, then ocean shipping will be completely left out of the WTO.

Some Provisions Considered

Shortly before the December 15 deadline, word came from Geneva, Switzerland (where the talks were being held) that some aspects of maritime were being offered by the United States. The proposal included the limiting of cargo preference programs to their present levels and weakening the powers of the Federal Maritime Commission as it relates to other nations' unfair shipping practices.

This came after years of commitments from the U.S. government and other nations around the world that ocean shipping would not be included in GATT.

Union Fights Plan

The SIU, along with others in the maritime community, voiced its displeasure with such a plan to the administration and members of Congress—including House Majority Leader Richard Gephardt (D-Mo.), House Majority Whip David Bonior (D-Mich.), the House Rules Committee and Chairman Joe Moakley (D-Mass.), House Merchant Marine Committee Chairman Gerry Studds (D-Mass.) and Senate Merchant Marine Subcommittee Chairman John

Breaux (D-La.).

Several days after the proposal was presented, U.S. Trade Representative Mickey Kantor backed away from it.

The negotiating session, known as the Uruguay Round because of where the talks started, was called to encompass a variety of services including agriculture, financial services, telecommunications and transportation into the global trading rules. The round was expected to end in 1990, but continued for another

three years because of problems within some countries of the European Union over the reduction of agricultural subsidies.

The U.S. Congress had given the White House approval to negotiate the treaty without the legislators being able to amend it if it was presented within a certain time period. That process, known as "fast-track," allowed representatives and senators to cast only a vote for or against the treaty. After renewing the fast-track authority in 1991, Congress

set a December 15, 1993 deadline for completing the talks and retaining the no amendment provision when voting on GATT.

(The fast-track authority will not carry over when the new negotiations concerning maritime begin. Congress, unless it votes otherwise, will have the right to amend any agreement that may come from those negotiations.)

President Clinton has announced he intends to sign the treaty on April 15.

Spotlight on Inland Safety Regs Follows Recent Amtrak Disaster

Congress will face renewed emphasis concerning inland waterways legislation following last month's introduction of proposed safety regulations by the Secretary of Transportation and public hearings on the cause of a fatal Amtrak accident near Mobile, Ala.

Two bills are already under consideration by the House Coast Guard and Navigation Subcommittee. The Inland Documentation Bill (H.R. 1915) calls for all boatmen sailing on inland waterways vessels of more than five gross tons to hold Coast Guard-issued merchant mariner documents (z-cards).

Also before the subcommittee is the Towing Vessel and Navigational Safety Act of 1993 (H.R. 3282), which requires all inland waterway vessels to be equipped with marine charts, navigational publications, compass, radar and fathometer.

H.R. 1915 was introduced last year by Representative Gerry Studds (D-Mass.), chairman of the House Merchant Marine and Fisheries Committee. The SIU has supported such legislation since 1992.

Renewed Attention

Due to public attention, Congress has stepped up its efforts to enact H.R. 1915 following the September 22 crash of an Amtrak passenger train near Mobile, Ala. The *Sunset Limited* derailed and plunged off a bridge into the Big Bayou Canot after the towboat *MV Mauvilla* wandered off course into the bayou. The tug, pushing six barges in a heavy fog, hit the bridge just minutes before the Los Angeles-Miami train rolled onto the damaged trestle.

Two of the four crewmembers aboard the *Mauvilla* did not carry merchant mariner documents. Only the captain and pilot are required to hold z-cards even though all crewmembers have navigation responsibilities.

Deep sea and Great Lakes mariners aboard U.S.-flag vessels must have merchant mariner documents. To acquire one from the Coast Guard, the agency requires evidence of a drug-free urinalysis, check of the National Driver Register for drunk driving or controlled substance violations, an FBI criminal record background investigation, proof of U.S. citizenship or evidence of lawful entry and permanent residency from the Immigration and Naturalization Service and proof of employment in the industry or evidence of

military service.

Z-cards must be renewed every five years. In order to receive an advanced rating, a boatman must pass a Coast Guard examination that indicates proficiency and knowledge of the rating.

Lacking Navigational Tools

In testimony before the subcommittee on October 12, the Coast Guard pointed out that the *Mauvilla* was not equipped with marine charts, navigational tools or a compass nor is such equipment required by law.

The day after the hearing, Subcommittee Chairman Billy Tauzin (D-La.) introduced H.R. 3282 to ensure the additional navigational equipment would be required on vessels.

The Seafarers conducted a study of Coast Guard data from the late 1970s to mid-1991 that revealed the leading cause for a majority (58 percent) of the accidents on inland waterways was human factors. As defined by the Coast Guard, "human factors" in-

clude some of the following categories: bypass of available safety devices, inattention to duty, intoxication—alcohol/drugs, calculated risk, carelessness, error in judgment, lack of knowledge or training, lack of experience, operator error, fatigue, stress, physical impairment, psychological impairment, failure to comply with rules or regulations, inadequate supervision, failure to follow the rules of the road.

Agency Reviews Laws

As a result of the derailment of the *Sunset Limited*, Secretary of Transportation Federico Pena ordered an intense and complete review of Coast Guard regulations and oversight of the inland marine transportation system.

In the review, the Coast Guard studied the adequacy and effectiveness of manning requirements for operators of uninspected towing vessels; history of incidents involving operators of

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Seafarers Medical Plan Contracts New Centers In Mobile, Alabama

As of January 3, Seafarers who live near the port of Mobile, Ala. now have access to a pair of noted medical facilities which are available to provide SIU members and their families with both routine and emergency treatment.

The Seafarers Welfare Plan has entered into contracts with Mobile Family Physicians and with the Mobile Infirmary Medical Center.

Mobile Family Physicians is located at 1924-K Dauphin Island Parkway, roughly a half-mile from the Mobile union hall. The clinic is staffed with six family practitioners who are capable of handling not only the medical requirements of SIU members so

they can sail (annual physicals and drug tests), but also primary health care needs for spouses and dependents covered by the SIU insurance program. The facility is equipped with in-house X-ray and laboratory services and can take care of some outpatient surgery.

Mobile Family Physicians accepts patients by appointment, but they also will try to accommodate walk-in visits. The facility is open 8 a.m. to 5 p.m. Monday through Saturday and 9 a.m. to 12 noon on Sundays. The clinic also has a physician on call

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Mobile Family Physicians is located within a half-mile of the SIU hall.

DOT Head Outlines Ideas To Make Waterways Safer

In response to the September derailment of the Amtrak train in Alabama, Secretary of Transportation Federico Pena directed the United States Coast Guard and the Federal Railroad Administration to review the circumstances surrounding the accident and marine safety on the inland waterways.

Based on the findings of the review, Pena has directed the agencies to undertake several initiatives to minimize the risk of another accident occurring similar to the *Sunset Limited* disaster on September 22.

The five areas of regulation as proposed by Pena are:

- Develop more stringent licensing requirements for operators of uninspected towing vessels. Towboat operators will be required to pass simulator tests and written examinations each time they increase the scope of their licenses. Licensees who have only minimum basic qualifications will be restricted to those towing configurations, sizes and routes they are qualified to operate.
- Upgrade the requirements for radar and navigational equipment on board such ships. The Coast

Guard will initiate rulemaking to determine whether all uninspected towing vessels should carry radar as well as marine charts. In addition, all operators will have to attend approved radar training courses.

- Improve the procedures whereby information concerning mishaps and collisions is reported. The Coast Guard will require that all casualties be reported immediately.

- Seek new means by which the structural integrity of bridges can be checked and actions taken if damage occurs.

- Strengthen emergency preparedness and enhance the prospects for victims' survival if a crash occurs.

Pena stated that some of these actions will require regulatory or legislative action while others will involve building closer working relationships with Amtrak and other railroads, as well as state and local governments. Meanwhile, the National Transportation Safety Board continues its investigation into the probable cause of the September accident. The investigation is expected to be completed early this year.



St. Vincent's Medical Center in Jacksonville features state-of-the-art equipment and the most modern testing procedures.



The 17 maternity suites at St. Vincent's were added in late 1992.

Mobile Clinic Opens

Continued from page 3

24 hours a day.

Dr. Kenneth Miller, Seafarers Welfare Plans medical director, said the clinic has a staff representative familiar with the occupational health issues specific to Seafarers.

Along with Mobile Family Physicians, the Mobile Infirmary Medical Center also joins the growing list of preferred provider organizations (PPOs) which have contracted with the SIU. Located on Spring Hill Avenue at Louiselle (a short drive from the union hall), the Infirmary Medical Center is the largest, private, not-for-profit community hospital in Alabama. The 704-bed facility is noted for its state-of-the-art equipment and offers specialized, comprehensive cardiac, cancer, neurology and neurosurgery services. It is staffed by 500 primary and specialty care physicians.

In addition to emergency treatment and five intensive care units, the hospital offers:

- A complete cancer services division.
- A sleep disorders center which assists physicians diagnosing and

treating sleep/wake difficulties.

- A center for women and children including fetal monitoring, labor and delivery, postpartum, pediatric intensive care and more.

- Modern facilities for heart-related tests and operations. (More than 6,000 open-heart operations, 3,500 balloon angioplasties and 27,000 diagnostic cardiac catheterization procedures have been done there.)

- A combination rehab/ health and fitness center offering a multitude of programs.



The Mobile Infirmary Medical Center is staffed by 500 primary and specialty care physicians

PPOs Provide Health Services For Jacksonville Seafarers

Seafarers and their families in the port of Jacksonville, Fla. have begun using newly contracted preferred provider organizations (PPOs) in that area.

The Seafarers Welfare Plan recently added St. Vincent's Medical Center and Riverside Hospital to its growing list of PPOs. St. Vincent's and Riverside, both located close to the SIU hall in Jacksonville, are affiliated members of the regional St. Vincent's Health System, a multi-facility, non-profit health care network.

The medical center and hospital are available to handle many of the medical needs of SIU members and their families, from routine health care to more com-

plex treatment, including surgery.

However, Seafarers still will receive their annual physicals and other shipping-related treatments (such as testing for benzene exposure) from Dr. Robert DePadua or Dr. Napoleon DePadua, who share a practice in Jacksonville. Their offices are located at 3901 University Blvd. South, Suite 201, and at 1205 Monument Rd., Suite 203.

As for the newly contracted PPOs, St. Vincent's Medical Center is a 528-bed, full-service facility specializing in oncology, cardiology, maternity, pulmonary/asthma and other services. Also offering a full range of emergency services, it is lo-

cated at 1800 Barrs St.

St. Vincent's is in its 88th year of operation. The hospital also offers inpatient and day treatment psychiatry, as well as orthopedics, ophthalmology, neurosurgery, pediatrics, dermatology and more.

Riverside, located at 2033 Riverside Avenue, is a 183-bed hospital which specializes in primary and secondary care, orthopedics and psychiatry. It is the primary hospital for the Riverside Clinic, a multi-specialty group practice, and it also provides a full range of emergency, diagnostic and outpatient services. Founded in 1911, Riverside joined the St. Vincent's Health System three years ago.

Amtrak Disaster Spotlights Safety

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requirements for reporting of marine casualties and hazardous conditions involving vessels; and penalties for failure to report such accidents.

The Coast Guard completed its review in early December and issued a report of the agency's conclusions and recommendations. Based on the findings, the Department of Transportation developed an action plan designed to enhance the safety of the nation's transportation system.

Under the proposed regulations, barge crews would be subjected to much tighter licensing and training requirements. In addition, the Coast Guard would require certain equipment on towboats, including working radar and marine charts. (For more details on the proposed DOT regulations, see story on page 3.)

Hearings Seek Cause

The National Transportation Safety Board (NTSB) held three days of public hearings in Mobile to help determine the cause of the Amtrak crash.

At the start of the three-day hearing, NTSB Vice Chairperson Susan Coughlin stated a laboratory examination of damage to the bridge is consistent with damage to the barges that were part of the *Mauvilla*, owned by Warrior & Gulf Navigation Company of Chickasaw, Ala.

Shortly before the train reached the damaged bridge and plunged into the water, the towboat pushing the barges had lost its way in fog and reported striking something in the bayou.

On the first day of hearings, the NTSB vice chairperson stated, "The resultant contact between the barges and the bridge shifted the track sufficiently to cause the lead locomotive to strike the east girder of the through-girder span, leading to the derailment of the *Sunset Limited*."

More than 20 witnesses testified at the hearing. The captain and pilot (who was in charge of the *Mauvilla* at the time of the accident) testified that they were lost and confused in fog and early morning darkness. Most of their testimony focused on explaining

why they were lost and why their radio transmissions did not have any mention of the train accident for approximately 15 minutes.

Still unanswered after the hearings, investigators are several questions including why the pilot approached the bridge head-on even after he saw an image on radar.

The pilot acknowledged being unfamiliar with the vessel's radar system and said he was trying to tie up to what he thought was a string of barges in the river when a barge struck the bridge. It was not until he spoke to the bridge attendant that the tugboat pilot realized the vessel had veered off course.

The federal panel also was told that other than the radar and a radio, the towboat carried no chart, compass or other navigational tools.

Future Action

The NTSB hopes to have a final report on the crash by spring.

Action on bills H.R. 1915 and 3282 is expected to resume when Congress returns to Washington this month.

Seafarers' List of Health Care Providers Grows

Within the past few months, the Seafarers Welfare Plan has designated new preferred provider organizations (PPOs) in the ports of New Bedford, Mass., Jacksonville, Fla. and Mobile, Ala.

The addition of these respected medical facilities marks continued progress in PPO care for SIU members and their families, as the welfare plan is contracting with a preferred provider in each of the cities where an SIU clinic previously had been located.

The PPO program helps the welfare plan combat spiraling health care costs and also ensures that members and their families have access to quality medical treatment.

There are numerous advantages to using PPOs, such as streamlined claims procedures for members and dependents, as well as more efficient claims monitoring; the health care providers' familiarity with the unique needs of the membership and their families; and the main-

taining of reasonable rates for Seafarers and their dependents.

Below is a list of preferred providers currently under contract with the union.

SIU-Contracted PPOs (as of January 1994)

Baltimore
Johns Hopkins Center for Occupational and Environmental Health
4940 Eastern Avenue
Baltimore, MD 21224
(410) 550-2322

Honolulu
Straub Hospital
888 South King Street
Honolulu, HI 96813
(808) 552-4000

Houston
Med Place 1
Suite 1605
1315 Calhoun
Houston, TX 77002
(713) 756-8800

and
St. Joseph's Hospital
1919 LaBranch
Houston, TX 77002
(713) 757-1000

Jacksonville
St. Vincent's Medical Center
1800 Barrs Street

Jacksonville, FL 32204
(904) 387-7300 and
Riverside Hospital
2033 Riverside Avenue
Jacksonville, FL 32204
(904) 387-7000
and
Drs. Robert and Napoleon DePadua
(two locations)
3901 University Blvd. South
Suite 201
Jacksonville, FL 32216
(904) 391-1260
1205 Monument Rd.
Suite 203
Jacksonville, FL 32225
(727-5120)

Mobile
Mobile Family Physicians
1924-K Dauphin Island Parkway
Mobile, AL 36605
(205) 476-6330
and
Mobile Infirmary Medical Center
174 Louiselle Street
Mobile AL 36607
(205) 431-2400

New Bedford
St. Luke's Hospital
101 Page Street
New Bedford, MA 02740
(508) 997-1515

New Orleans
Tulane Univ. Hosp. and Medical Ctr.
1415 Tulane Avenue

New Orleans, LA 70112
(504) 588-5263

New York
Methodist Hospital
506 6th Street
Brooklyn, NY 11215
(718) 780-3000

Philadelphia
Methodist Hospital and Healthmark
Incorporated Clinic
2301 South Broad Street
Philadelphia, PA 19148
(215) 952-9900

San Francisco
St. Mary's Hospital
450 Stanyan Street
San Francisco, CA 94117
(415) 668-1000

Seattle
Virginia Mason Hospital
925 Seneca Street
Seattle, WA 98111
(206) 624-1144

Wilmington
Immediate Medical Care Center
29409 S. Western Avenue
San Pedro, CA 90731
(310) 547-4274

and
Torrance Memorial Hospital
3330 Lomita Boulevard
Torrance, CA 90509-2935
(310) 325-9110

Busy Crowley Seafarers Still Find Time to Stay Informed

As 1993 drew to a close, work was brisk for Seafarers sailing with Crowley Towing and Transportation in the Long Beach, Calif. area.

More than 100 SIU members sail for Crowley in that region, which includes the ports of Los Angeles and Wilmington. The tugboat crews handle docking operations for large ships and also move bunker barges and derrick barges, among other work.

"I've been with Crowley since '88, and I really like my job," said Chief Cook Willie Rose. "I like the schedule and the fact that we stay busy."

Rose and the other Seafarers from Crowley also recently joined SIU Executive Vice President Joseph Sacco and SIU Contracts Department Vice President Augie Tellez for meetings aboard the boats and on the docks. Parts of the meetings focused on legislative issues which directly affect the

membership. Sacco and Tellez brought members up-to-date on the Maritime Security and Competitiveness Act (H.R. 2151), as well as other legislation dealing with inland documentation and safety, the Jones Act, cargo preference, upgrading and licensing and other changes in the towing industry.

They also discussed other union matters and explained the improvements in members' health care coverage and pensions which were brought about by the contract ratified last year by the membership.

"The meeting went very well," said Rose, who joined the Seafarers 14 years ago and has upgraded several times at the Paul Hall Center.

Mate Bruno Kalmeta agreed. "It was a positive thing, getting together and exchanging ideas," he said. "And it was great to see Joe and Augie out there on the boats with us."



Seafarers aboard the *Pt. Milne* confer with SIU Executive Vice President Joseph Sacco and SIU Vice President Contracts Augie Tellez.



Pictured from left are Port Agent George Tricker, Tankerman Mickey Main, Chief Cook Willie Rose, AB Mel Dibiasi (partially obscured), Engineer Al Citanovich, Augie Tellez, Captain Scott Linsley and Joseph Sacco.



AB Steve Wells (left) chats with SIU Executive VP Joseph Sacco.



Talking over union matters are AB Mel Dibiasi (left) and SIU Vice President Contracts Augie Tellez.



LEFT Captain Christi Thomas makes a point as (from left) Joseph Sacco, Mate Hill Champion and AB Carlos Quintana listen.



From left: Engineer Deso Hrboka, Cook Milo Banicevic, Port Agent George Tricker and AB Carlos Quintana review the new collective bargaining agreement.

More than 100 Seafarers sail for Crowley in the Long Beach area.



Taking part in a shipboard meeting to review legislative issues are, from left, SIU Executive Vice President Joseph Sacco, Cook Doug Colby, Mate Steve Province and Mate Les Stravers.

AFL-CIO Continues Push for National Health Plan

The AFL-CIO's top priority for 1994 is to secure a comprehensive national health package that will address the inequities of those who are insured being hit with the costs of those who do not have coverage.

The AFL-CIO has been lobbying and providing information about the need for a comprehensive national health care system.

As such, the national federation of trade unions has welcomed the health care plan presented to Congress by President Clinton, and created by a committee led by First Lady Hillary Rodham Clinton, as a first step toward attaining a national system that will bring down the costs of providing medical coverage for all Americans.

Alternatives Lacking

With the debate heating up, alternative proposals have surfaced. The federation has noted that some of these alternative plans are flawed by not guaranteeing coverage for every person or addressing insurance reform.

Two plans that the AFL-CIO considers to be particularly lacking are:

- A managed competition proposal that includes some government subsidies for low-income

come families but which does not require citizens to purchase medical coverage. This plan also would tax workers on a number of the health plans under which they currently are covered.

The AFL-CIO points out that this program would leave many Americans without health care. (Currently, almost 39 million Americans have no coverage, and many others are underinsured.) However, when those citizens are treated in emergency rooms—the most expensive type of service—the cost would continue being passed on to those who have health insurance, in the forms of higher premiums and higher deductibles (reflecting higher hospital billing to compensate for the cost of indigent care).

- A plan put forth by Senator John Chafee (R-R.I.) and Rep. Robert Michel (R-Ill.) that calls for an individual mandate rather than an employer mandate for providing coverage. This program has no limits on premiums paid by individuals, nor does it include a component for long-term care. In addition, it would delay subsidies for low-income workers.

- Some member unions are positive about a Canadian-style

plan which would cover all citizens with a comprehensive benefits package similar to the one contained in the Clinton plan. Sponsored by Senator Paul Wellstone (D-Minn.) and Rep. Jim McDermott (D-Wash.), this legislation includes components for nursing home care and community-based care, with national and state budgets.

The proposed financing for this plan is drastically different from the president's. With the Health Security Act, the majority of funds come from employer premiums and the government. The Wellstone/McDermott program calls for a 7.9 percent payroll tax on employers, as well as increases in corporate and personal income taxes. It also includes premiums for long-term care.

Establishes Cost Limits

President Clinton unveiled his plan during a nationally televised address in late September, although the legislation was not presented to Congress until October 27.

Some of the key points of the Health Security Act include:

- Requiring all employers to provide health insurance to their employees.

- Providing coverage for every U.S. citizen, regardless of their health or employment status.

- Establishing and enforcing cost limits on private sector health insurance premiums, as well as limits on doctor and hospital fees. These limits would be enforced by either the federal or state government.

- Prohibiting health insurance firms from denying coverage to an applicant, or charging excessively high premiums, due to an individual's health condition.

- Simplifying paperwork, eliminating waste and cracking down on medical fraud.

A number of changes were made to the president's initial proposal before it was sent to Capitol Hill. Most deal with financing and regulating the plan, including:

- A person's or family's maximum payment toward the cost of their health care premium would be 3.9 percent of income.

- Patients would have the option of getting health care from providers not in their employer's health alliance.

- Subsidies would be available to employers with up to 75 workers (instead of 50 or fewer employees).

- The National Health Board, originally planned as an independent agency, instead would function more like a board of directors.

Doctors Support Plan

Final action on health care may take months or even longer. However, the president's plan in mid-December got a boost when 10 doctor groups representing more than 300,000 physicians came out in support of it.

Those groups include the American Academy of Family Physicians, American Academy of Pediatrics, American College of Obstetricians and Gynecologists, American College of Physicians, American College of Preventive Medicine, American Medical Women's Association, American Society of Internal Medicine, American Thoracic Society, National Hispanic Medical Association and the National Medical Association.

SAB Changes Registration Procedures

The Seafarers Appeals Board has amended the shipping rules to allow members to register at their union halls while they are awaiting the results of their drug tests.

SAB Action 368 only changes registration procedures. Members still must have proof that they have passed a drug test prior to claiming a job.

Augie Tellez, SIU vice president for contracts and contract enforcement, noted that many Seafarers live a great distance from the hall where they register to ship. Before this amendment, members could not register until they had proof they had passed the test.

The Seafarers Appeals Board is made up of representatives from both the SIU and its contracted companies. The action is printed below in its entirety.

SAB Action 368

The Seafarers Appeals Board acting under and pursuant to the Collective Bargaining Agreement between the Union and the various Contracted Employers, hereby takes the following action.

Whereas, seamen are required to pass a pre-hire drug test before registering for employment, and

Whereas, the results of the drug test may not be available from seven (7) to ten (10) days, and

Whereas, such delay may be costly to seamen who do not live in the area providing the drug test,

Therefore, Rule 2 Shipping Procedure, B 5 shall be amended by deleting subsection (b), redesignate subsection (c) as subsection (b) which shall read as follows.

(b) Effective August 16, 1993, no seaman shall be shipped to a contracted vessel without having passed the pre-hire drug test pursuant to U.S. Coast Guard regulation (CGD-86-067) (46 GFR 4, 5 & 16), except those seamen possessing permanent status aboard a specific vessel and are returning to the same vessel in the same job classification.

Unions Look for Ways to Maintain Benefits As Medical Costs and Uninsured Increase

With news accounts announcing even more Americans without any kind of health insurance, and with medical costs increasing, unions are working with their contracted companies to find ways of keeping health care costs down.

In 1992, an additional 2.3 million Americans joined the ranks of the uninsured, according to the Employee Benefit Research Institute. The increase was greater than the previous two years combined, pointed out the nonpartisan research organization composed of businesses and labor unions.

The addition raised the national figure of uninsured Americans to just under 39 million people. The data revealed that a large reason for the jump came from people working at small companies which had to drop their medical coverage because of the rising cost of health care.

Compared with other industrialized countries, the United States pays a higher percentage of its gross domestic product (GDP)

into health care. While the U.S. was paying approximately 14 percent (or \$840 billion of a total \$5,978.5 billion) of its GDP in 1992 for health care, other nations like Japan and the United Kingdom were spending barely more than 5 percent of their GDP.

Medical Inflation 11 Percent

During the last five years, medical costs have risen at a rate of nearly 11 percent for each of those years. Meanwhile, the national inflation rate has been much lower. (It is now averaging about 3 percent annually.)

Of the nearly 39 million people without some form of insurance, the institute noted about 6 million were without employment. The remainder held some kind of a job.

Almost 10 million working Americans without health care are employed by companies that employ less than 10 people. Yet, another 7.2 million work for companies that have more than 1,000 people on the payroll, but offer no

insurance.

The survey also showed income was not a major determining factor for identifying those without any health care coverage. While not as great as low-income, low-skilled workers, many high income Americans were without insurance.

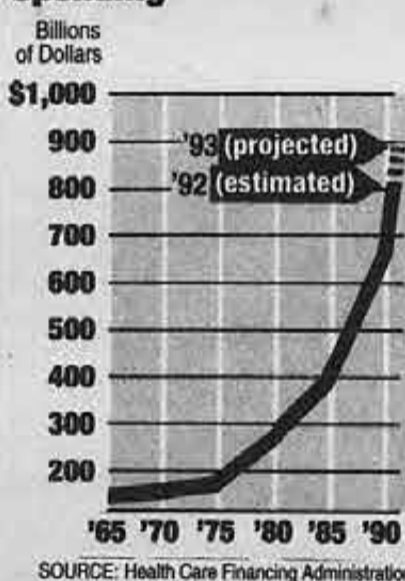
For years, the AFL-CIO, the national federation of labor unions, has called for health care reform within the United States. As a whole, trade unionists have the best coverage of any group in the nation.

Because the cost of paying for the uninsured has fallen on the backs of those with coverage, the trend among unions is to preserve benefits. In order to continue this vital protection, unions at their members' requests have chosen to concentrate contractual gains toward benefits.

Maintain Health Coverage

As the cost of health care continues to escalate, many labor unions around the country are

National Health-Care Spending



Since 1980, the amount of money that Americans have spent on health care has almost tripled, as shown above. For 1992, the last year calculated, health care cost Americans nearly \$840 billion.

negotiating to make sure members and their families maintain health care coverage.

In Kansas, members of the Machinists Union ratified a new contract with Beech Aircraft that increased their contributions to the health care plan so they could maintain benefits. Steelworkers at Bethlehem plants in Maryland, Indiana and New York raised the deductibles they will pay for themselves and their dependents to maintain coverage.

Some unions are using other methods to retain their existing level of benefits. Bakery Workers with the Continental Baking Company at 16 East Coast and Midwest locations switched from a fee-for-service plan to managed care in order to fight increasing costs. Electrical Workers for Raytheon in Massachusetts also elected to use a managed care system.

Changes in Consumer Prices



*Figure for 12 months ended Aug. 31, 1993.

The rate of inflation for health care has run well above the overall national inflation index since 1983. These increasing costs have made health care unaffordable to almost 40 million Americans.

AB Nelson Recounts Year on Kane

Editor's note: AB Carl Nelson, Jr. sent the following article, which recounts highlights from the past year aboard the USNS Kane, along with the accompanying photographs to the Seafarers LOG.

The past year was filled with interesting tasks combined with some unusual happenings for the ladies and gentlemen aboard the Kane.

The vessel is operated by Bay Ship Management and has a very capable SIU crew to keep her running smoothly.

In July we had the honor of hosting the National Geographic Society's annual Project Marco Polo. This is an out-of-the-ordinary program designed to provide about a dozen high school students and their teachers an opportunity to learn about oceanography, foreign cultures and geography.

Last year the lucky students also were well-instructed in the art of knot-tying and other deck department duties by Bosun Chris Brady.

The ports of call for the National Geographic Project were Naples, Italy; Malta, located just south of Italy; and Tunisia, which borders Algeria and Libya.

Toward the end of September the Kane was on her way through Istanbul, Turkey and the Black Sea (by invitation) to visit Romania. The vessel was one of the first Military Sealift Command (MSC) ships to dock there since the start of the post-communist era in the former Soviet Union. The crew was warmly received by the Romanians, and many enjoyed a fascinating trip into Transylvania.

The most recent of the Kane's contributions toward maintaining

positive foreign relations was a training exercise for the Tunisian navy. Several SIU members volunteered to go aboard the Tunisian research vessel *Salambo* (formerly the *USNS DeSteiguer*) to offer instruction and demonstrate the proper use of the ship's machinery and equipment. The Seafarers involved were Bosun Brady, ABs Jeff Focardi and James Saunders and Chief Electrician Joe Jenkins. The commander of the Tunisian navy also was on board for the exercise.

During our stay, the Tunisians provided our crew with a tour of the remote but magnificent ruins of Dougga.

The *USNS Kane* is scheduled to wrap up 1993 in Piraeus, Greece. That is where we will spend the Christmas holidays.

All in all, it has been a good year!



Aboard the Tunisian research vessel *Salambo*, formerly the *USNS DeSteiguer*, are (from left) AB Jeff Focardi, Chief Electrician Joe Jenkins, AB Jim Saunders and Bosun C.E. Brady.



During a retirement party for OMU Willard Huggins aboard the *USNS Kane*, he is presented with a leather briefcase by Captain P. Murphy.



The *USNS Kane* hosted students as part of a National Geographic project in 1993.

Congress to Tackle Ship Bill

Continued from page 2

When he introduced the legislation, Rep. Billy Tauzin (D-La.) noted preliminary investigations into the Mobile accident had shown the tug was not equipped with charts, a compass and other navigational tools. He also pointed out that the vessel's pilot had stated he was not familiar with how to read the boat's radar.

Continue Export Ban

Separate bills that will continue to restrict indefinitely the exportation of Alaska oil from the trans-Alaska pipeline are before both branches of Congress. S. 1265, introduced by Senator Patty Murray (D-Wash.), is pending

before the Senate Banking Committee. H.R. 2670, offered by Representative Maria Cantwell, is awaiting action by the House Foreign Affairs Committee.

Last year, President Clinton signed a bill that extended the ban on exporting Alaska oil until June 30, 1994. Because the oil only can be transported to a domestic refinery, it is covered by the Jones Act. (That 1920 legislation limits the movement of cargo between two U.S. ports to American-crewed, American-built and American-owned vessels.)

The SIU will continue to monitor these and other bills that will affect the U.S.-flag merchant marine.

Orgulf Seafarers Continue Sailing Despite Waterways' Winter Closing

Seafarers sailing aboard Orgulf Transportation tugboats continue to see plenty of action along the Mississippi River and its tributaries as the new year begins.

Thanks to a very mild fall and early winter, none of the waterways where the tugs and barges sail have been affected by icing conditions. The vessels continue

to haul coal, sand, stone, scrap iron and whatever else needs to be transported.

"Things continue to go well for the fleet," noted St. Louis Port Agent Joe Sigler, shortly after servicing the tugboat *Jim Ludwig* at Moore's Landing, Mo. He added that nearly the whole fleet of Orgulf vessels were still work-

ing in late December.

Despite the fact that Orgulf tugs continue to work, the Army Corps of Engineers has started the process of closing the Missouri and upper Mississippi rivers for the winter.

On Time Closing

For the first time since 1988, the corps shut down the Missouri on the traditional closing date of December 1. High waters remaining from the summer flooding allowed tugs and barges to move on the river until the time of closure. Drought conditions during the previous years had forced traffic off the river before the December 1 date.

Traffic also was cut off on the upper Mississippi north of Rock Island, Ill. on December 12. The corps is planning to re-open the river to long-distance tugs and barge movements on March 1, weather and river conditions permitting.

Traffic along the lower Mississippi continues year-round, unless weather and river conditions warrant a temporary closing.



Grabbing lunch in the galley of the *Jim Ludwig* are Deckhands Vanceno Rush (left) and Adam Shacknai.



Taking care of some union business is Deckhand Kenneth Marshall.



Lead Deckhand David Pitchford is ready to haul in the lines as the *Jim Ludwig* leaves Moore's Landing.

Great Lakes Seafarers Complete Another Successful Sailing Season

Sailing on the Great Lakes will come to a close this month, bringing the season to a successful finish after a year of good weather and continuous shipping.

"The weather has cooperated and cargo demand has continued," noted Glenn Nekvasil of the Great Lakes Carrier Association, which monitors the action of U.S.-flag shipping on the Lakes.



For AB/Watchman Mike Bensman, it is work as usual aboard the *Sam Laud*.

"These factors have ultimately contributed to the success of this year's sailing season."

According to Nekvasil, during the 1992 navigational season (which runs from early March to mid or late January), 105.7 million tons of cargo were transported on the Lakes. The cargo included cement, iron ore, coal and gypsum.

In 1993, there were 97.7 million tons of cargo transported along the Great Lakes from the beginning of the sailing season through November. "There is every indication that December and January's figures will bring the total figure to what it was last year. To have a shipping season hold even figures such as these is a great accomplishment," Nekvasil told a reporter from the *Seafarers LOG*.

Despite a few mild snow flurries, cold weather has not been a factor on any of the Lakes. Byron Kelley, SIU vice president for the Great Lakes, stated all of the waters still were navigable in late December.

"The weather has been truly remarkable. We are used to freezing days and wind chill factors

but have had afternoons that have remained in the forties," Kelley noted.

According to Kelley, several SIU crewed vessels, such as the *Hannah* tugs, operate during most of the winter months on the lower lakes. He noted one tug will serve as an icebreaker for another that is pushing cargo.

Most SIU crewed vessels do not see action in the winter. Despite the unusually mild weather, the companies are calling ships in for their seasonal layup.

Vessels that had tied up for the winter by late December include the *Crapo*, an Inland Lakes Management vessel; the *St. Clair*, an American Steamship Company vessel; and Kinsman Lines vessels, the *Kinsman Independent* and *Kinsman Enterprise*.

Although original plans listed many American Steamship Company vessels as being laid up by the end of December, the company is keeping the *American Mariner*, *American Republic*, *Buffalo*, *Indiana Harbor*, *Sam Laud*, *Walter J. McCarthy* and the *H. Lee White* sailing until mid-January, when a tentative date for



The *American Republic* is one vessel that continued transporting cargo into the new year.

closing the Soo Locks has been announced.

Kelley noted with vessels just laying up, no work has been relayed on when fitout will begin.

Traditionally, crewmembers begin reporting to their vessels in March and April, depending on the weather, vessel's location and cargo.

Moran Tug Members Approve New Contract

Seafarers who sail with Moran Towing in Maryland and Pennsylvania approved a new contract that will increase benefits for members who sail aboard the company's 11 tugboats which operate in the Chesapeake Bay and the Delaware River.

The new pact will provide improved medical and pension benefits and working conditions into 1996.

The SIU crewed tugs are responsible for general harbor work and use their 1,800 to 3,700 horsepower engines to bring tankers, containerships, general cargo and fruit vessels in and out of their individual piers.

Although most of the SIU crewed Moran tugs in Philadel-

phia and Baltimore stay in the Delaware and the Chesapeake, some are called on to assist vessels sailing through the Chesapeake and Delaware Canal, thereby eliminating the need to travel around the Delmarva (Delaware, Maryland and Virginia) peninsula.

The union represents the mates and deckhands aboard the 11 tugs and machinists who work in the Philadelphia Moran shop. The tugboats include the *Carolyn*, *H.C. Jefferson*, *Reedy Point*, *Swells Point*, *Wagner Point*, *Cape Helopen*, *Cape Romain*, *Georgia Moran*, *Grace Moran*, *Hawkins Point* and *Cape May*.



Crewmembers on the *Grace Moran*, above, and other Moran Towing tugboats in Maryland and Pennsylvania approved a new contract.

Saved Mariner in Tampa Bay

Boatman Tanner Honored for Heroism

Seafarer Richard Tanner recently was honored for his alertness and quick actions which on April 16 of last year helped save the life of a fellow mariner.

Tanner, 70, received an Admiral of the Ocean Sea Award from the United Seamen's Service in October. The awards are presented to American seamen and boatmen for acts of heroism in the line of duty.

Tanner was one of a number of merchant mariners who were honored, although he was unable to attend the ceremony in New York due to an operation (from which he is recovering nicely). Maritime Administrator Albert Herberger presented the awards. Senator John Breaux (D-La.) and Niels Johnsen, chairman of Waterman Steamship's parent International Shipholding Corporation, also were recognized for their efforts in behalf of the U.S. maritime industry.

Fled Burning Tug

Tanner was working aboard the Sheridan Transportation tugboat *Ocean Star* in Tampa Bay, Fla. on April 16 when he and his fellow crewmembers spotted trouble on another nearby tug, the *Beverly Anderson*. The *Anderson* was on fire, so the *Ocean Star* headed toward it in order to aid the crew.

But Tanner stayed behind on a Sheridan barge in order to serve as a lookout. That decision may have saved the life of Stephen Bodden, the engineer from the *Anderson*.

At approximately 10:30 p.m., Tanner heard splashing near the barge. He quickly descended the side of the barge 35 feet to the water, where he spotted Bodden swimming toward shore.

Bodden had suffered third-degree burns covering a third of his body and, unbeknownst to his shipmates, had jumped overboard. He swam through the



Seafarer Richard Tanner's quick actions saved a fellow mariner. Above, Tanner works on barge where he pulled the man to safety.

rough chop on the bay about one-quarter of a mile, although he reportedly did not realize the barge was there. Instead, he simply was trying to get away from the burning tug.

Tanner raced back up to the top of the barge, secured some lines and then climbed down to the water. He grabbed Bodden and brought him to safety, then used a flashlight to signal the *Ocean Star*. By then, the *Ocean Star* had taken aboard the rest of the *Anderson's* crew—all of whom thought Bodden had perished.

While the Sheridan tug returned to its barge, Tanner gave his shirt to Bodden to warm him. "I just stayed and talked with him to calm him down," Tanner recalled a few months after the incident.

Soon Bodden was flown by helicopter to a nearby hospital,

while the *Ocean Star* carried the other survivors to port.

Small World

Bodden later contacted Tanner to thank him and advise him that he was recovering well.

Tanner's wife, Ruth, and Bodden's mother also met by chance following the rescue. "She plays bingo at the same place I go to," Ruth Tanner recently told a reporter for the *Seafarers LOG*. "I didn't know her, but I heard her telling the story (about the incident on the barge) and I said, 'Wait a minute! My husband just saved someone on a barge!' We talk all the time now."

Mrs. Tanner added that her husband of 30 years is scheduled for a follow-up operation early this year which hopefully will allow him to make a full recovery.

"He just put in for retirement, though, and I can't get used to him being home all the time," Mrs. Tanner said with a laugh. "He's feeling better lately, and he's peeling the floors. Make sure you tell everyone he misses the boats!"

5-Year New York Tugboat Strike Nears End

Local 333 Seeks Settlement with Other Companies

Striking tugboat and barge workers from Local 333 of the United Marine Division of the International Longshoremen's Association last month reached a partial settlement which includes \$4.7 million in back pay and the reinstatement of 161 members by the company, Bouchard Transportation of New York.

Bouchard's calls in 1988 for the workers to take 65-percent pay cuts prompted the strike, which lasted for more than five

years. But now that a new, three-year contract has been reached, the 161 workers will regain the jobs that had been taken over by scab replacements when the strike began. Letters already have been sent to the striking union members informing them that they can return to work for the company. In addition, part of the collective bargaining agreement stipulates that all new employees will be hired from Local 333.

The union also is hopeful of reaching settlements with five other companies in the New York area, where more than 1,000 of its other members also have been on strike since February 16, 1988. A

federal judge reinstated those members within months after the start of the strike, but litigation concerning that order has crept through the courts, leaving the members out of work.

MTD Backs Strikes

The Maritime Trades Department (MTD) has supported Local 333 in these efforts from the beginning of the strike. The MTD, comprised of 42 unions representing more than 8 million workers, passed several resolutions during the past five years backing the United Marine Division in its fight to obtain a contract with fair working conditions.

New Regs Require EPA-Approved Refrigerant Certification Piney Point to Offer Courses for Engine Department Seafarers

The Paul Hall Center for Maritime Training and Education has completed the first steps in getting Environmental Protection Agency (EPA) approval for certifying Seafarers involved in the repair and servicing of refrigeration equipment.

In accordance with new federal regulations, anyone involved in the repair and servicing of refrigeration equipment must pass an EPA-approved course by November 14, 1994. This affects Seafarers who sail in the engine department.

Following the EPA's issuance of the final regulations promulgated under Section 608 of the Clean Air Act, the Paul Hall Center updated its curriculum and applied to the EPA for approval as a certified refrigerant testing facility. The Paul Hall Center also applied to have all SIU halls approved as certified testing facilities, due to the fact that the Seafarers Harry Lundeberg School of Seamanship plans to have a mobile training team of instructors visiting each hall.

The union anticipates a response from the EPA possibly as soon as this month.

In addition, three instructors

from the Lundeberg School—J.C. Wiegman, Barney Kane and Eric Malzkuhn—recently passed an EPA exam for Refrigerant Certified Technicians. By passing the exam, they are qualified to teach the use and repair of refrigerant recovery systems, according to the new federal guidelines.

A recovery system removes refrigerant from a refrigeration system and then stores it in an outside container. This prevents refrigerant, which contains ozone-depleting compounds, from escaping into the air.

Four Categories

The EPA has established the following categories of technician certification: Type I, for servicing small appliances (such as pantry refrigerators and water coolers); Type II, for servicing or disposing of high-pressure appliances (for example, a ship's stores refrigeration plant); Type III, for servicing or disposing of low-pressure appliances (such as the centrifugal air conditioning plants found on passenger ships); and Type IV, for servicing all types of equipment (Universal). Different courses and tests



Lundeberg School instructors (from left) J.C. Wiegman, Eric Malzkuhn and Barney Kane are certified to teach Seafarers the new EPA regulations affecting repair and servicing of refrigeration equipment.

will be available to SIU members depending upon which level of technician certification they seek, and also with consideration of their previous refrigerant recovery training, noted Wiegman. For example, the Lundeberg School will offer one-, three- and five-day technician certification programs—both separately and as part of other engine department

courses. Further details including start-up dates will be available through the school and will be published in the *Seafarers LOG* as soon as the school receives EPA clearance.

The following individuals will be required to go through the certification process:

- Students enrolled in the Lundeberg School's Refrigeration Operation and Maintenance course.
- Students enrolled in the Refrigerated Container Course.
- New QMEDs.
- QMEDs returning to the Lundeberg School for other specialty courses or other training who previously have not been certified.
- All persons holding the refrigeration engineer endorsement.

Upon certification, a member will receive an EPA card (including an ID number) that will be issued through the Lundeberg

School. All Seafarers involved in the repair and servicing of refrigeration equipment must obtain certification before the November deadline.

Besides requiring that air conditioning and refrigerant technicians obtain certification through an EPA-approved testing organization, the final rule has four other main elements which require: that technicians servicing and disposing of air conditioning or refrigeration equipment observe prescribed practices aimed at reducing emissions; that refrigerant recycling and recovery equipment, as well as refrigerant reclaimers, be certified in accordance with EPA-approved standards; that leaks of refrigerant be repaired; and that ozone-depleting refrigerant compounds in appliances, machines and other goods be removed from those items prior to their disposal.



Seafarers involved in repair and servicing of refrigeration equipment must be EPA-certified by November 14, 1994.

Confined Space Courses Added To Lundeberg School Curriculum

John Thompson and Michael Presser recently became the first Seafarers to complete the new Confined Space Entry Permit/Safe Rescue course at the Paul Hall Center for Maritime Training and Education.

They were joined by seven employees from Steuart Petroleum in completing the 35-hour course and receiving certification from the Occupational Safety and Health and Administration (OSHA).

New OSHA regulations require such training for some shoreside workers, but not for merchant seamen or shipyard workers. However, instructors at the Seafarers Harry Lundeberg School of Seamanship pointed out that Seafarers routinely must enter and or work in confined spaces, and therefore stand to benefit from the new elective courses.

Another class, entitled 24-



Two SIU members and seven employees from Steuart Petroleum completed the new Confined Space class. They are (from left, kneeling) Byran Cummings (instructor), Ron Langley, (standing) Steuart Petroleum employees Jerry Cutchember, Buzzy Higgs, Ray Goddard, Richard Pilkerton, Joe Turner, Casey Taylor (instructor), Seafarer Michael Presser and Recertified Bosun John Thompson.

hour Confined Space Entry Permit, also has been added. It is one prerequisite to the Safe Rescue course. CPR and first aid are the others.

"It's absolutely worthwhile. I've been working in confined spaces all my life, and I certainly picked up a lot of useful information," stated Thompson, a recertified bosun who sails aboard LNG ships. "I would recommend these courses to every Seafarer."

The courses will be implemented in the school's new tanker familiarization class later this year, in accordance with the recently approved standard freightship and tanker agreement.

Hands-On Training

The OSHA regulation (29 CFR 1910.46) which prompted the creation of the courses defines a confined space as a small area not normally used by employees.

It requires that supervisors or other employees be able to determine if a hazard exists in the confined space, and if so, that they are able to seal off the problem and get it under control. It also calls for training that will enable workers to execute a rescue of a person or persons who are trapped in a horizontal, vertical or diagonal confined space.

The Lundeberg School curriculum features classroom studies and hands-on training with air-monitoring equipment, protective clothing and breathing gear, ventilators and more. In the most recent class, the training vessel *Bull Shepard* was used for various drills.

"I thought it was an excellent course," Thompson said. "It brings you up to date on the latest technology, general safety procedures and manners of communication. It's very worthwhile."

Evening College on Tap For Upgraders at Center

Seamen attending the vocational training courses at the Paul Hall Center may elect to take classes in the evening which are designed to enhance their proficiency in areas related to the maritime industry.

Walk-in registration for the first session of college classes will be conducted in the Training and Recreation Center lobby on January 10 and 11 from 4 p.m. until 8 p.m. Classes begin on January 12 and will continue until March 4.

Session I will include the following general education courses which will prepare students for other academic courses required by the degree programs at the Lundeberg School:

- English 099 (Developmental Writing)
- Math 099 (Developmental Mathematics II)
- Reading 099 (Analytical Reading and Reasoning)

In addition to these courses—all of which are offered on a Monday-Wednesday or Tuesday-Thursday basis—the Academic Department will schedule computer workshops for evening hours.

Two more sessions of college-level, academic courses are

scheduled for later this year. Session II begins on May 9 and lasts until July 1, while Session III is scheduled to start on September 12 and end November 4. These sessions will include a wider range of courses and will be offered during the day and in the evening. To register, send in the application found on page 23 of the *LOG*.

Unique Opportunity

The evening classes are available to Seafarers during their free time while they are upgrading at the school. They provide a unique opportunity to receive college credits while improving seafaring skills.

The Lundeberg School offers two Associate of Applied Science degrees: Marine Engineering Technology for members of the engine department, and Nautical Science Technology for members of the deck department. (Seafarers who sail in either of those departments and who have upgraded at the Lundeberg School already have earned credit toward a degree.)

The dates for the eight-week college sessions coincide with the schedules for many of the vocational classes.



The new course includes plenty of hands-on training.

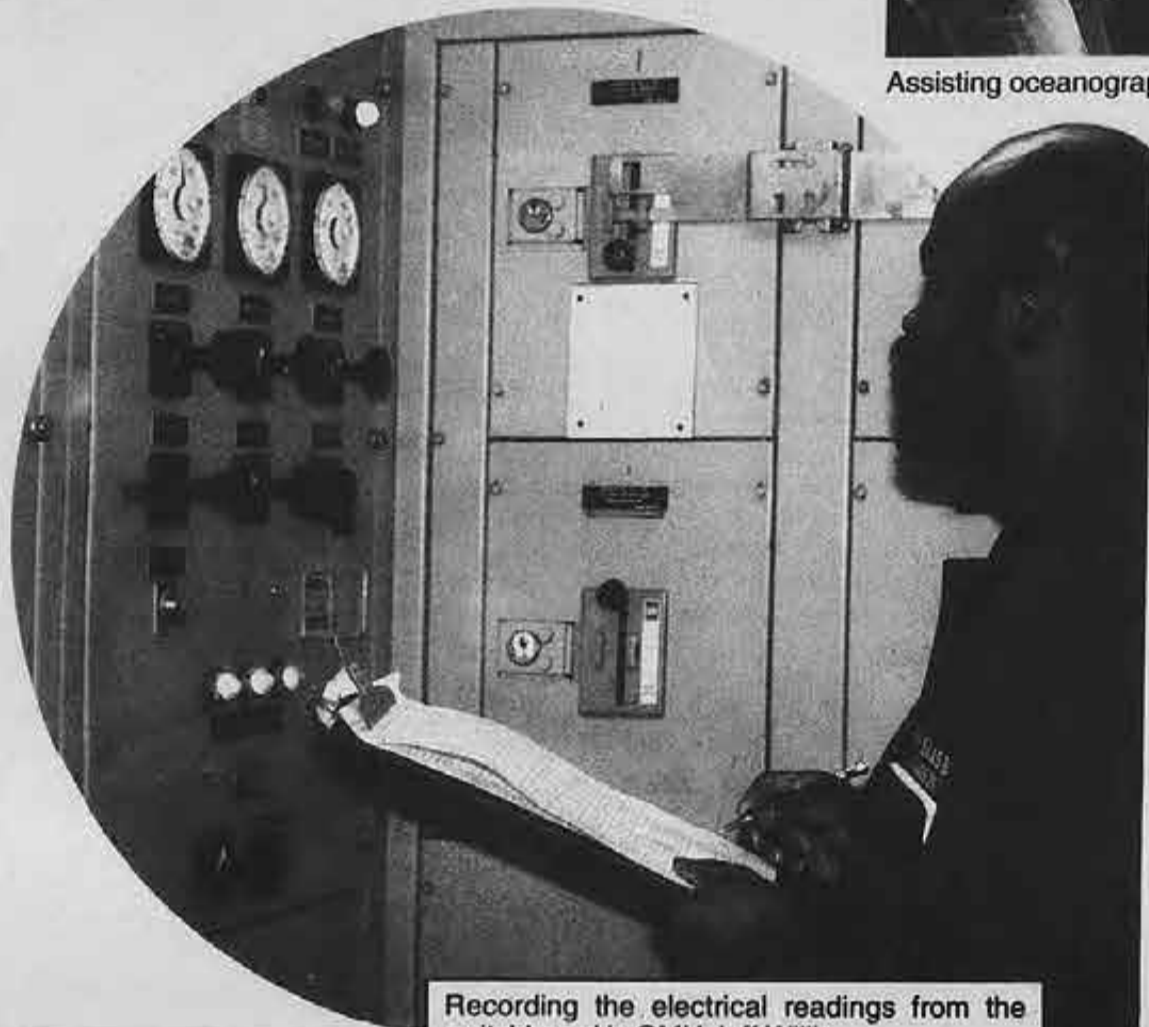
SIU-Manned Survey Vessel Sets New Record



AB Dennis Hurley operates the ship's hydrographic winch and "L" frame.



Assisting oceanographer Jan Sommers (right) in launching the optics probe is AB Jim Souci.



Recording the electrical readings from the switchboard is OMU Jeff Willis.



Regular work continues on the *Wilkes* as Bosun Jerry Hill (right) splices new ropes in the ship's port lifeboat with the assistance of AB Jim Souci.

Seafarers aboard the *USNS Wilkes* continue to do an outstanding job, thus allowing the scientists on the oceanographic vessel to perform their jobs at a record pace, notes Chief Mate Fred Smallwood. The ship's officer provided the *Seafarers LOG* with photographs and information about the *Wilkes'* latest project of conducting CTD drops. CTD drops are the lowering of survey equipment to the bottom of the ocean floor to determine the ocean's conductivity and temperature as a function of depth. (The term "CTD" takes its initials from conductivity, temperature and depth.)

The *Wilkes* set a new record for itself when it amassed data following 187 CTD drops in the Yellow Sea between Korea and China. The previous record for CTD drops was set in 1992.

Smallwood noted that crewmembers supported the research projects in October and November through round-the-clock activity. The entire operation went without a hitch with the exception of one 12-hour period when fierce weather made the overboard drops unsafe.

Besides the CTD drops, scientists studied the sea's optical characteristics as well as bioluminescence (the emission of visible light by living organisms such as various fish, fungi and bacteria in the area).

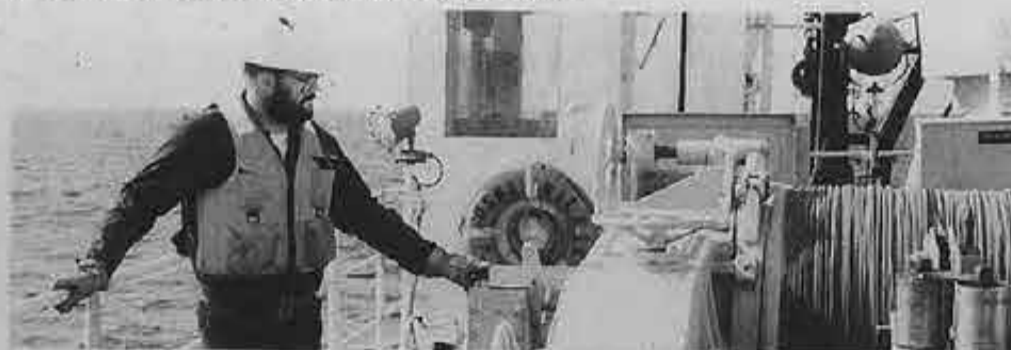
He praised the deck department, led by Bosun Jerry Hill, for their work assisting the over-the-side evolutions. He noted fine meals were prepared daily by Chief Steward Kevin Dougherty and the rest of the galley gang.

Smallwood added that the engine department provided propulsion, electrical power and carefully monitored the ship's gas turbine generator which was needed for the use of the bow thruster. Mates on watch on the bridge used the thruster at each of the many stations where data were gathered in order to maintain the ship's head precisely.

Smallwood stated "something new every day" was a phrase used more than once aboard the *Wilkes*, where the challenges of deploying a variety of oceanographic arrays kept the voyages interesting.

The *Wilkes*, owned by the Military Sealift Command (MSC) and operated by Bay Ship Management, is a Naval Oceanographic Office vessel which operates throughout the Pacific Ocean. Data collected through the CTD drops are valuable to oceanographers in their quest for greater understanding of the oceans and their characteristics.

The *Wilkes* operates from the port of Sasebo, Japan and will continue to sail in the western Pacific in the near future.



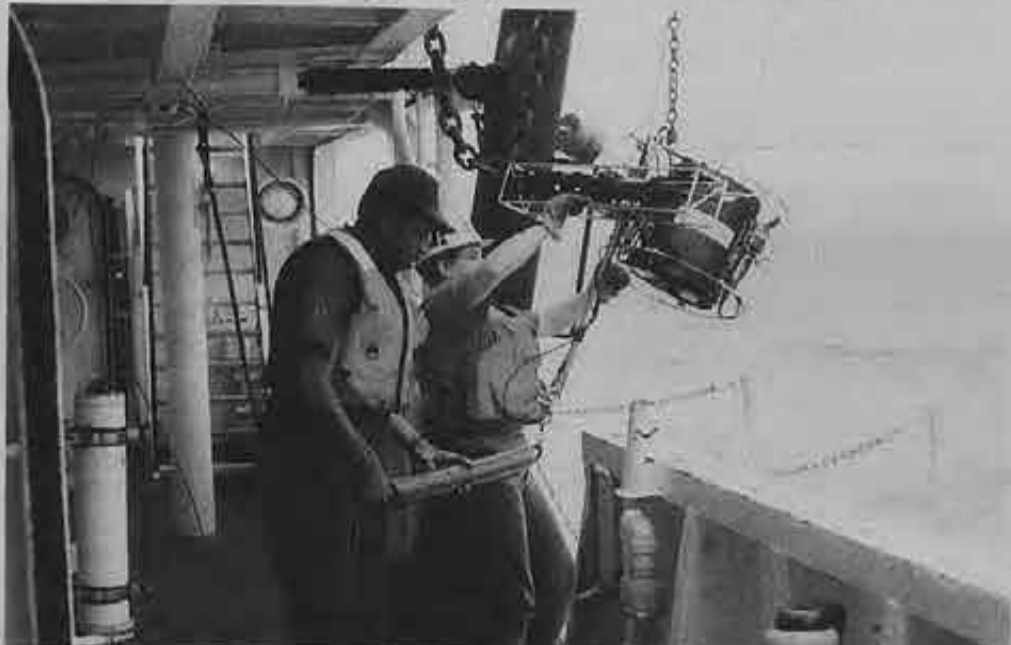
OS John McClinton mans the hydrographic winch on the vessel's deck.



OMU Greg Jones washes up after a long day of work.



Burnishing a winch part on the wire wheel in the ship's machine shop is QMED Warren Redick.



AB "Stan" Stanfield recovers the optics probe from over the side of the *Wilkes*.

Seafarers Brave Fierce Seas to Save Indonesian Seaman

Seafarers aboard the *LNG Leo* battled nightfall and 15- to 20-foot seas to save the life of an Indonesian seaman who, like 27 others aboard an Indonesian-flagged freighter, was forced to abandon ship on November 27 off the coast of China.

The *Dasa Tujuh* was en route from Yeew, Malaysia to Kaohsiung, China with a cargo of logs when it sank. The crew aban-

doned the vessel when it began to list in rough seas.

In all, 18 crewmembers were rescued by various ships on the scene. The body of one deceased crewmember also was recovered; eight others were unaccounted for.

Second Mate Raymond Beyler and Captain N.M. Smith provided the *Seafarers LOG* with details of the rescue.

About 6:48 p.m., Captain Smith received a distress message from Kaosiung radio that the *Dasa Tujuh* had abandoned ship earlier that day. The *Leo* was approximately 20 miles north of the vessel's last known location. The *Leo* issued an alert to other ships in the area, and a Dutch vessel, the *Poolgracht*, called back to report it was approximately five miles from the freighter and would quickly be at the scene. Several other vessels also responded to the distress call and assisted in the rescue of crewmembers.

"The weather at this time was very windy with approximately 15- to 20-foot seas from the north to northeast," Beyler wrote in a detailed account of the rescue to the *Seafarers LOG*. "There had been occasional patches of rain, but it had cleared and the visibility was very good with a full moon and partly cloudy skies."

Maintains Radio Contact

The *Leo* maintained radio contact with the *Poolgracht*, which reported it had found lights, people and debris floating in the water and was going to put its lifeboat over.

"When we were approximately seven miles from the *Poolgracht*," Beyler recalled, "we received a radio message that it had recovered two men — one alive and the other dead. They said there were others that they could see and hear, but the lifeboat had struck one of the numerous floating logs and was

disabled. We assured them we were close by and on our way."

AB Jeff Chicklas reported seeing a red light that resembled a distress flare about 10 degrees off the starboard bow. Captain Smith altered the vessel's course toward the flare and ordered crewmembers to post extra lookouts and begin preparations to lower the lifeboat.

The rescue crew was made up of Beyler, Third Assistant Engineer Brian Brewer, AB Jack Pegram Jr., AB George Kebelis and QMEDs Jeffrey Yarmola and Michael DiAngelo.

The crew proceeded toward the Dutch ship while calling out in the hope that survivors would be able to signal back so the rescuers could find them in the dark waters.

"The waves were cresting over our heads at times and I tried to be careful not to get caught broadside by one," Beyler said. "We were being tossed around like a wood chip in the seas."

The captain directed the lifeboat crew toward the port side of the *Poolgracht* where screams were heard by a *Leo* rescue team member. AB Pegram, who was on the bow, said he could hear a man calling for help when the lifeboat was 20 yards away.

Rescued on First Try

"I was fortunate enough to bring the boat right alongside of him the first try, and he was pulled into the lifeboat," Beyler stated. "He had on a life jacket but

no light or whistle and was clinging to a life ring that was in bad shape. In addition, he was holding on to a small gallon-sized plastic container for support."

After picking up the Indonesian seaman, the crew motored the lifeboat around the area, periodically shifting into neutral to stop and listen for additional calls for help. Several times the lifeboat struck logs floating from the sunken freighter's cargo.

The crew maneuvered the lifeboat closer to the *Poolgracht* and searched the area off the port side. Beyler said nothing was spotted but logs and more debris. The lifeboat then passed close to the bow and moved down the starboard side and around the stern.

The lifeboat crew headed back toward the *Leo*, and Beyler tried to position the boat for retrieval by the rescuing ship.

"We bailed out of the boat, soaked, tired and sore but very happy. All seven of us," Beyler concluded.

At 1 a.m., after consulting with the masters of the *Poolgracht* and *Eagle Wave*, another ship assisting in the rescue, Captain Smith made the decision to call off the search. "It was the general consensus that it was unlikely that anyone in the water since 1:30 p.m., when the vessel was abandoned, was still alive and had little chance of being seen or recovered in the worsening weather conditions," wrote Captain Smith.

Discovery Crewmembers Rescue Cuban Emigrants



Crewmembers provide the refugees with plenty of water, food and friendship following their harrowing ordeal at sea.

Seafarers aboard the *Sea-Land Discovery* recently rescued 10 Cuban refugees who had been adrift at sea for two days after their boat ran out of fuel.

Crewmembers aboard the *Discovery* spotted an object in the water far in the distance after leaving the port of Jacksonville, Fla. en route to San Juan.

"We circled the boat two times before the refugees began waving an orange life jacket in the air and we knew it was a boat full of people who needed help. They were afraid at first because they did not know who we were or why we were circling," QMED Anthony Negron told a reporter from the *Seafarers LOG*. "I was on deck checking the reefers when we began circling them," he added.

According to Negron and written reports from the ship's minutes, once the vessel came close enough to the small boat, the refugees paddled to the ship and crewmembers threw down lines so they could tie up along side the *Discovery*.

"They had been without food and water for over two days," Negron noted. "The only thing they had going for them was that they were wearing hats to protect themselves from the sun."

After the QMED tested the power of the gangway, it was lowered and all 10 Cubans safely came aboard the ship. "They were

very happy," Negron said. "They thought they were going to die out there. We gave them water slowly so that they didn't get sick from drinking too fast and a nice, nutritious meal."

The refugees took showers, while their clothes were being washed. Some crewmembers donated clothes to those survivors whose clothes were torn and weather beaten.

"There was a mother, father and a daughter among the group. All were on their way to Florida to families who were expecting them," he said.

"We just treated them like normal crewmembers. We gave them all separate rooms and cooked great meals for them. Before they got off the ship in San Juan and immigration authorities took them into custody, they asked for a picture of the crew. They were very grateful," Negron recalled.

Anthony Negron is a second generation seafarer. His father, Bosun Cruz Negron, joined the Seafarers in 1942 and sailed for 32 years.

Negron joined the union in 1978 after successfully completing the trainee program at the Harry Lundeberg School of Seamanship in Piney Point, Md. He has since upgraded several times at the Lundeberg School. The QMED noted he has sailed aboard several LNG ships (*Aquarius*, *Aries* and *Libra*) on which he took part in rescues.

His brother, Joseph, also a QMED, has even been his roommate while upgrading at the Lundeberg School. The brothers both have the same endorsements. While Negron sails from Puerto Rico, Joseph claims New York as his home port.

Negron's youngest brother, Raymond, recently graduated from the Piney Point trainee program in November and is currently sailing on his first SIU ship.

"We have always been a seafarer family and I hope that we will continue to be men who love the sea and the union," he concluded.

President Jefferson Plucks 12 From Capsized Ship Near Japan

Crewmembers aboard the *President Jefferson* bravely endured dark and stormy seas to rescue 12 seamen after their vessel, a Panamanian-flagged log carrier, foundered and capsized off the coast of Japan. According to reports sent to the *Seafarers LOG* by American President Lines, the 16-man crew of the *MV Success* was forced to abandon ship in two life rafts on the evening of November 19.

The captain of the *President Jefferson* notified the crew that he had received an emergency message from Nagoya sea patrol concerning the sinking log carrier and ordered the crew to begin rescue preparations as well as secure the ship for turning in the heavy weather.

The *Jefferson* was the sixth vessel to arrive. "With no command and control vessel on the scene, vessels were searching the area on various courses and speeds which made risk of collision in the existing heavy weather conditions high," the captain wrote. "We moved out from the clustered vessels and started an east-west search grid."

Already, three men had been recovered by the vessel *Heisei*. The *Jefferson* posted lookouts who were instructed to search for debris, lights or flares. An AB soon spotted a red flare, and the vessel changed course to proceed to the lights in the water.

As the vessel maneuvered upwind of the first lights, it became surrounded by 20-foot teak logs. Crewmembers heard shouts and whistles from the water and began rigging cargo nets, pilot ladders and man ropes over the



Crewmembers aboard the *President Jefferson* braved rough seas to join in the rescue of seamen from a capsized Panamanian log carrier off the coast of Japan. The *Jefferson* brought 12 to safety.

sides to pick up the survivors.

"Very rough seas with up to 20-foot swells caused by the high winds and rain caused us to lose our angle, and a second approach to the survivors became necessary," the ship's log noted.

The *President Jefferson* first recovered two men clinging to a life ring and one riding in a life raft. The vessel continued searching and recovered nine more men from a second life raft. The captain stated that the logs were so densely concentrated and the sea so rough that the crew was unable to maneuver either the ship or the rafts away from the massive logs in the water. At one point, one survivor became trapped between two logs. Later he was trapped between another log and the vessel itself. The crew finally was able to get a line around him and hoist him aboard.

The 12 men recovered were

comforted and given first aid by the crewmembers. The captain noted in his report that each crewmember aboard the *Jefferson* put forth every effort to bring the survivors safely aboard. Once on deck, they were assisted by every department of the ship.

A few of the survivors had to be carried in litters while another was thought to have a broken leg which was splinted by the crew. The steward department made up of SIU members, provided the survivors with warm blankets and washed their clothes. About midnight they were fed soup and sandwiches.

Besides the galley gang, the members of *Jefferson's* unlicensed crew is composed of the SIUNA-affiliated Sailors' Union of the Pacific in the deck department and Marine Firemen's Union in the engine room.



The Cuban refugees paddle their boat to the side of the *Discovery*.



1993 — THE YEAR IN REVIEW

On the same day that the House members passed H.R. 2151, they sank an amendment that would have restricted or exempted the American grain cargoes from the legal requirements that aid cargo be carried on U.S. bottoms, part of a \$700 million grain deal reached between President Clinton and Russian President Boris Yeltsin.

Elsewhere, the SIU continued urging Congress to pass legislation (H.R. 1915) designed to close a loophole in the nation's maritime standards which exempts the vast majority of people working on inland vessels from holding z-cards. This problem was spotlighted by the Amtrak disaster of September 22, when the *Sunset Limited* derailed near Mobile, Ala., resulting in 47 deaths. Minutes before the derailment, a tug/barge struck a bridge, causing the tracks on which the train was traveling to shift.

In other legislative news, the SIU urged congressional support of a bill that would apply U.S. labor standards to all vessels regularly engaged in U.S. commerce that operate under a foreign flag.

LEGISLATION

On November 4, the House of Representatives passed the Maritime Security and Competitiveness Act (H.R. 2151) by an overwhelming margin of 347-65. The bill, which awaits Senate action, outlines a \$1.2 billion, 10-year program to provide operating subsidies for a proposed Maritime Security Fleet.

The bill is the first major piece of legislation dealing with the U.S.-flag maritime industry to be passed by the House in nearly 20 years.

Maritime Administration (MarAd) during fiscal year 1994. The bill includes an SIU-backed amendment which prohibits MarAd from granting U.S.-flag shipping companies any re-flagging requests until 1995. The amendment passed by a vote of 388 to 41.

Earlier in the year, Sea-Land and American President Lines had filed applications to re-flag a total of 20 U.S. ships due to the lack of a new U.S. maritime program.

Finally, in a bitter defeat for working Americans, the president signed off on the North American Free Trade Agreement (NAFTA), a pact involving the U.S., Mexico and Canada. Despite the approval of the flawed trade deal, the SIU joined with the rest of the labor movement in vowing that America's fight for a truly fair trade agreement is not finished.

CONTRACTS

On September 7, the membership overwhelmingly approved a new three-year standard freightship and tanker agreement. The pact calls for a cumulative wage increase of 11 percent, extends outpatient medical benefits to qualified members and removes the \$1,000-per-month cap on pensions of eligible Seafarers. Voting took place at special meetings in SIU halls and aboard ships.

Meanwhile, Seafarers who sail aboard Crowley Towing and Transportation tugboats approved a three-year contract that increases wages and benefits.

SIU members who work for Crescent Towing and McAllister Towing ratified contracts that netted wage and benefits increases.

Members who sail aboard the LNG ships operated by Energy Transportation Corporation approved a three-year contract which includes wage increases and improved benefits.

Great Lakes Seafarers who sail aboard Luedtke Engineering and Zenith Dredge vessels ratified a three-year deal including wage and benefits increases.

Other Great Lakes Seafarers reached a four-year agreement, including wage and benefits increases, with the Great Lakes Association of Marine Contractors, a management group comprised of the following operators: American Steamship Company, Cement Transit Co. and Litton Great Lakes and Eric Sand Steamship Co.

Gulf Transportation boatmen ratified a four-year deal, including a wage increase and expanded medical benefits.

SIU boatmen sailing aboard G&H tugboats along the Texas coast of the Gulf of Mexico approved a three-year pact featuring wage and benefits increases, plus improved pension benefits.

Officers aboard the *Alton Belle* voted for a three-year contract which netted a wage increase, improved vacation benefits and better working conditions. (The officers earlier in the year organized themselves and elected to be represented by the SIU.)

MORE JOBS, MORE SHIPS

The *Global Mariner* joined AT&T's fleet of cable ships. Built in Singapore but flying the U.S. flag, the new vessel is crewed by Seafarers.

Like its four sister ships, the 479-foot *Global Mariner* is designed to lay and repair fiber-optic cable along the ocean floor.

Early last year, two groups of commercial fishermen from New Jersey joined the SIUNA. They sail out of the Belford Seafood Cooperative Association and the Point Pleasant Fishermen's Dock Cooperative.

On Memorial Day weekend, the new *Alton Belle* riverboat casino

opened in Alton, Ill. Featuring numerous upgrades from its predecessor, the new boat is 55 feet longer than the old *Alton Belle* and has a 1,200-passenger capacity.

The Delta Queen Steamboat Co. began construction in June on its newest and most elaborate paddlewheel steamboat, the *American Queen*, which is scheduled to be in operation by April 1995. Built in the McDermott, Inc. shipyard in Amelia, La., the boat will be 420 feet long and have six decks. It is the first steam-powered riverboat to be built in the U.S. in almost 20 years.

Also in June, the SIUNA-affiliated United Industrial Workers celebrated the grand reopening of the *Queen Mary* hotel in Long Beach, Calif. The UIW had waged a year-long grassroots campaign to save the historic, floating hotel. In the months following the reopening, the *Queen* repeatedly set new attendance records.

Last summer, 10 companies that have collective bargaining agreements with the SIU were awarded contracts from MarAd to manage 68 Ready Reserve Force vessels located across the country. As a result, the unlicensed crewing needs of these vessels will be met by Seafarers.

In September, crewmembers working aboard 16 oil spill response ships voted to join the ranks of the SIU. The mariners work for Dyn Marine industries.

Seafarers also were very active in the campaign at the New Orleans-based shipyard of Avondale Industries, where workers voted for union representation.

RESCUES

In early January, crewmembers of the *MV Ranger* saved five people and a dog who were aboard a foundering schooner near Venezuela. Hours earlier, the stranded five had been ignored by a foreign-flag ship.

In one of the more difficult rescues of the year, the crew of the *Sea-Land Integrity* battled fierce winds, rough seas and rain to save eight Englishmen who were adrift on a yacht April 10.

The yacht, en route to Ireland from the Bahamas, was taking on water and had little power left when the nighttime rescue took place.

Elsewhere, crewmembers from the passenger ship *SS Constitution* saved two Oahu Island residents on March 14, about eight miles south of Koko Head on Oahu. The islanders' catamaran had flipped, and currents dragged it further and further out to sea until the pair jumped off. They subsequently were in the water for 12 hours before the rescue.

On May 13, the *LNG Taurus* crew rescued crewmembers from a disabled 60-foot fishing vessel off the coast of the Philippines.

Crewmembers aboard the *OMI Charger* rescued seven Cuban refugees, including one small child. The Cubans had been on a raft for four days, and they had little water and no food left.

Two members of a Lundeberg School trainee class rescued two teenagers who were attempting to swim against a strong current in St. George's Creek. The swimmers were exhausted but unharmed.

The *ITB New York* executed two rescues in four days, both involving Cuban refugees.

And the *ITB Grotton* saved seven Cuban refugees on October 19.

PAUL HALL CENTER

The Paul Hall Center for Maritime Training and Education continued to offer a full slate of vocational upgrading courses to Seafarers who sail in the deck, engine and steward departments. The Paul Hall Center's Seafarers Harry Lundeberg School of Seamanship also conducted its trainee program, along with dozens of specially designed courses for members who sail in the inland and Great Lakes divisions.

The Lundeberg School expanded its hazardous materials curriculum and added several other courses to comply with new federal regulations. The school also hosted a meeting of repre-

sentatives from inland companies for an in-depth discussion of the industry's training needs and a review of the school's curricula. The meeting was part of an ongoing effort to fine-tune the Paul Hall Center's training courses for inland boatmen.

In other news regarding the school, former SIU port agent Tom Fay succeeded Ken Conklin as Lundeberg School vice president after Conklin announced his retirement.

BROTHERHOOD OF THE SEA

Beginning in late 1992, SIU crews manned U.S. ships in the Somalia aid mission, as U.S. military forces led an international effort to bring food and peace to the war-ravaged nation. Seventeen SIU-crewed vessels were involved in the relief effort.

On February 26, SIU-crewed ferries ran on an emergency schedule in response to the explosion which rocked the World Trade Center in New York. The ferries transported thousands of people from Manhattan across the Hudson River after the fatal blast severely disrupted local subway, train and bus service.

Seafarers' work schedules, and in some cases their homes, were affected by the record flooding which began last summer along the Mississippi River and its tributaries. Schedules for SIU tugs and barges, as well as the *Alton Belle* and the *Mississippi Queen* and others, were disrupted.

The flooding critically impacted shipping for two months, but the upper Mississippi finally reopened in August.

In other news, Seafarers aboard the *USNS Pecos* became part of history when the MSCPC vessel hooked up with a Russian navy ship during an underway replenishment exercise in the central Arabian Gulf in March.

The SIU-crewed *Sugar Islander* donated toys, clothing and medical supplies to children at two orphanages in Lithuania. Seafarers befriended the children and played with them.

And Houston-area Seafarers continued their volunteer work with KID CARE, a non-profit group which helps underprivileged children.

'WORK TAX' LAWSUIT

In a joint action on April 19, major seafaring unions and five individual mariners filed suit in federal court against a Coast-Guard imposed tax on seamen's documents and licenses.

The lawsuit filed in Federal District Court in Washington aims to have the so-called user fees declared unconstitutional.

Later in the year, the unions and mariners filed for summary judgment, arguing that only Congress can pass a tax and that the legislative body cannot transfer that authority to another branch of government. Final ruling is expected sometime this year.

MARITIME NEWS

The United States Maritime Coalition, a diverse group concerned with the health of the American merchant marine, formed on September 23. It is comprised of forces representing a wide range of interests including patriotic groups; citizens' organizations; shipping companies active in ocean-going, Great Lakes and domestic commerce; maritime unions representing seamen and boatmen; and shipyards.

They banded together to counter efforts to downsize the U.S.-flag fleet and pledged to seek a U.S. maritime policy consistent with the interests of the nation.

Delegates of the Maritime Trades Department (MTD), representing more than 8 million workers from 42 trade unions, convened in San Francisco in September and launched a grassroots effort to revitalize the U.S.-flag fleet. Earlier in the year, Frank Pecqueux succeeded Jean Ingrao as executive secretary-treasurer of the MTD, following Ingrao's retirement on May 31. She had served since 1979. Pecqueux formerly was an MTD administrator.

SIU ELECTIONS

Early last year, the SIU Tallying Committee announced results of the vote for national officers of the Atlantic, Gulf, Lakes and Inland Waters Districts. Michael Sacco was re-elected as president, while Joseph Sacco was elected as executive vice president and John Fay was elected secretary-treasurer. Each was elected to a four-year term.

IN MEMORIAM

Finally, a tragic accident took place October 9, when an explosion aboard the *OMI Charger* claimed the lives of SIU pumpman Milton "Willie" Williams along with two members of a riding crew. Sparked by a welding torch, the blast occurred near the Houston Ship Channel at night. The captain later commended all crewmembers for their quick and efficient response to the explosion (the other 27 crewmembers were evacuated without incident). Meanwhile, the *Charger* eventually was sold for scrap.

Additionally, the SIU mourns the deaths of AMO President Raymond T. McKay and retired Vice President Lindsey Williams. McKay, who served as president of District 2 Marine Engineers Beneficial Association, which recently has been renamed the American Maritime Officers (AMO), died at the age of 68 on August 9. As head of his union since 1957, McKay instituted innovative programs to ensure the job security of AMO members and greatly increase the size and strength of the union.

Williams died September 12. He was 79. Brother Williams had served as the union's Gulf Coast vice president from 1965 until his retirement in 1979. A member of the SIU since 1942, Williams had pioneered new areas of organizing for the union—reaching out to boatmen working on vessels in harbors and inland waterways. He played a key role in deep sea organizing drives and established the union's political program in the Gulf Coast area.



Record flooding along the Mississippi River disrupted lives and turned work schedules upside down. Pictured above is the *Alton Belle*, one of many SIU boats affected by the floods.



The SIU was extremely active on Capitol Hill. Above: SIU VP Joe Sacco stresses to congressional committee the need for updated inland safety regs.



SIU members broke out AT&T's newest cable ship, the *Global Mariner*, which is designed to lay and repair fiber-optic cable along the ocean floor.



The Maritime Security and Competitiveness Act (H.R. 2151) received overwhelming bipartisan support in the House, and now awaits Senate action.



The membership ratified the new three-year standard freightship and tanker agreement. Above: Seafarers at the Norfolk, Va. SIU hall show their approval of the pact.



The *California Responder* is part of a 16-ship oil spill response fleet crewed by mariners who in 1993 voted to join the ranks of the SIU.



The SIUNA last year welcomed a number of new members into the union. Above: Belford (N.J.) fishermen receive an SIUNA charter from President Michael Sacco and Secretary-Treasurer John Fay.



Nearly 100 million tons of cargo were transported along the Great Lakes during the past sailing season. Seafarers enjoyed a year of relatively mild weather and steady cargo demand.



The Lundeberg School's state-of-the-art shiphandling simulator was put to good use by members as part of vocational upgrading courses.



Seafarers repeatedly demonstrated their skill as they took part in a number of rescues at sea last year, including this one involving crewmembers from the *LNG Leo*.



The Paul Hall Center for Maritime Training and Education expanded its hazmat training in '93. Above: Seafarers practice an oil spill response drill.

Chef-Instructor Lupinacci Retires

Romeo Lupinacci, corporate executive chef and chef-instructor at the Paul Hall Center since 1981, says he knows exactly what to do with his free time now that he has retired.

"My hobby is cooking. I enjoy doing it, and I'm going to keep doing it," he says.



SIU President Michael Sacco presents Lupinacci with a commemorative ship's wheel.

Indeed, the 71-year-old Lupinacci—who retired from the Seafarers at the end of last year—remains active in a number of prestigious national and international culinary organizations. Ad-

ditionally, he "will be there when needed," in a part-time capacity at the Seafarers Harry Lundeberg School of Seamanship.

"But I'm looking forward to spending more time with my family," said the native of Sewickley, Pa. Lupinacci and his wife, Ann, live in Valley Lee, Md. near Piney Point. They have three children.

A specialist in training men and women in food service aboard U.S.-flag passenger ships and merchant vessels, Lupinacci began his culinary career as an apprentice cook in Sewickley in 1946. He held positions as chef, baker, saucier, broiler cook, sous chef and executive chef before joining the Lundeberg School staff.

While in the U.S. Naval Reserve, Lupinacci graduated from the Second Cook and Bakers School of the U.S. Maritime Trade School. He later completed many other courses related to food preparation and management at various educational institutions.

He is a member of the American Culinary Federation, Inc., the Academy of Chefs, the Golden Toque and the Chaine Des Rotisseurs. He also is director of the Eastern and Southern Regions of

the American Culinary Federation and in 1982 founded the Professional Culinary Seafarers Association, the first and only chapter of the American Culinary Federation in the U.S. merchant marine. Lupinacci is president of the association.

Among his fondest memories since joining the Seafarers is the opening of the union's headquarters in Camp Springs, Md. in 1982. "We had that place really swinging," he noted. He also recalled hosting a number of notable political and military representatives at the Lundeberg School during the past decade, as well as publishing his voluminous cookbook last year.

"But the best part has been working with Seafarers," he says. "They've become part of my family. That's what I've really loved: teaching and working with the members, and seeing their progress."

At a brief ceremony commemorating Lupinacci's work in behalf of the Seafarers, SIU President Michael Sacco stated, "Romeo has done an outstanding job, and we couldn't be happier that he will remain available to the union even though he officially has retired."



Lupinacci says he has thrived on instructing and working with Seafarers. "They've become part of my family."

Newark Bay Stewards Provide Traditional Thanksgiving Menu

The galley gang of the *MV Newark Bay* knew that they and their fellow crewmembers could not be home for Thanksgiving. But Recertified Steward Nazareth Battle, Chief Cook Miguel Pabon and Steward Utility Ramon de la Paz made sure everyone aboard the vessel, docked in Bremerhaven, Germany, enjoyed a traditional Thanksgiving feast.

Battle and company spent several days planning and preparing the meal, which eagerly was devoured by the *Newark Bay's* crewmembers and by shoreside employees of Sea-Land who were welcomed aboard in Germany.

The menu included a salad bar (featuring crab salad and a watermelon fruit basket), ham, prime rib, turkey with dressing, cranberry sauce, candied yams, crushed fruit, cream corn, mashed potatoes, sauerkraut, broccoli, cauliflower, Christmas candies, coconut and chocolate cake, apple pie, pumpkin pie, sweet potato pie, mincemeat pie, lemon meringue pie and a special-recipe eggnog.

"We started getting the pastries together at 4 a.m.," stated Battle, a Lundeberg School graduate who has been with the SIU for 23 years. "We wanted to do something special, and it was nice to see how much everyone enjoyed it. They really appreciated everything."

Battle, who sails from the port of Jacksonville, Fla., also commended the work of Pabon and de la Paz (affectionately known as "Papasan"). "They did a great job and I was proud to work with them," he said.

During the holiday, the *Newark Bay* was in the midst of a North Atlantic run which saw it call on overseas ports in the Netherlands, France and Germany, as well as domestic ports in Boston, Norfolk, Va. and Elizabeth, N.J.



Recertified Steward Nazareth Battle makes sure dessert is ready.



From the left, Steward Assistant Ramon de la Paz, Chief Steward Nazareth Battle and Chief Cook Miguel Pabon prepare an elaborate Thanksgiving dinner for fellow crewmembers aboard the *Newark Bay*.

There Is Never Enough Training For Seafarer Lewis Johansen

To those unfamiliar with the SIU or the Seafarers Harry Lundeberg School of Seamanship, Piney Point, Md. is a very small part of the state surrounded by water, woods and farmland. But to Seafarers who earn their



Chief Cook Lewis Johansen believes service with a smile can brighten any Seafarer's day.

livelihoods aboard U.S.-flag vessels, Piney Point is a place of solidarity where SIU members come from all over the country to further their maritime careers.

One member who recently upgraded to chief steward at the facility is Lewis E. Johansen. Together with his wife Rebecca and 9-year-old son Neil, he drove their small family car more than 2,800 miles from Seattle to Piney Point in order to begin upgrading courses at the school.

"It was a great experience and something I was glad to share with my wife and son," Johansen told a reporter from the *Seafarers LOG*. "We took our time and saw everything we could along the way."

The Johansen family left their native Seattle on June 21 and arrived at the Lundeberg School on July 4. They stopped in Colorado

to visit the Dinosaur National Monument, drove through the wheat fields of Kansas during harvest season and passed under the Gateway Arch in St. Louis.

Piney Point Experience

"Piney Point was a very positive experience for me and my family. I came in wanting to learn and came out a better steward," said the 44-year-old upgrader.

The courses that Johansen completed included classroom instruction supplemented by on-the-job training. He learned improved skills in menu planning, work supervision, organization, typing, inventory control and requisitioning procedures. Sanitation, nutrition and safety were stressed, and he actively participated in all phases of the school's food service supervision. He also successfully completed courses in firefighting, first aid and CPR.

Johansen noted that learning is a continuing process at sea. "You think that you know it all. Then you get on your next ship with a whole new crew and you are faced with a entirely new set of learning experiences to deal with."

Johansen spent 20 years in the U.S. Navy, 10 of which were spent cooking on submarines. He was out of the Navy for only one year before he went to the Seattle

hall to join the union. He first sailed aboard the *USNS Harkness* as a cook/baker.

"When you are out to sea, what you have is what you work with. There are no supermarkets around, so you have to make good with what is available," he said.

Johansen stressed the need for camaraderie among crewmembers while at sea. "When there is no mail or phone calls from people you love, good food and service will lift spirits. When you're working really hard on a ship far at sea, a friendly face and fabulous meal really brighten a day.

"I firmly believe that food is always the number one morale factor at sea. If people come in after a bad day and are served a good meal in a friendly manner, they leave in a better frame of mind," Johansen noted.

"I urged others in my courses here at Piney Point to smile when serving meals because it gives that positive point of view to the person receiving a fresh-cooked meal," he concluded.

One specialty that Chief Steward Lewis Johansen enjoys making aboard ship is his minestrone soup. He provided the *Seafarers LOG* with a copy of his recipe. Other stewards are urged to send their favorite recipes for inclusion in future issues of the *LOG*.

MINESTRONE SOUP

- | | |
|--|--|
| 1 tbsp. fresh, crushed garlic | Sautee garlic, onions and celery together in olive oil. |
| 2 large chopped onions | Dissolve beef and chicken base in hot water and add to garlic, onion and celery mixture. |
| 4 cups chopped celery | Add tomatoes |
| 2 quarts crushed tomatoes | Simmer for 30 minutes |
| 2 lbs. ziti noodles | -Add frozen mixed vegetables, kidney and garbanzo beans, oregano and ziti noodles |
| 6 oz. chicken base | Simmer for 30 minutes |
| 2 oz. beef base | Add spinach during the last 15 minutes to retain the vegetable's natural green color |
| 3 gallons (approx.) hot water | Serve hot |
| 2 lbs. mixed frozen vegetables | |
| 3 lbs. frozen chopped spinach (thawed) | |
| 3 cups kidney beans | |
| 3 cups garbanzo beans | |
| 1/4 oz. chopped oregano leaves | |
| 4 tbsp. olive oil | |

Makes 50 servings

Dispatchers' Report for Deep Sea

NOVEMBER 16 — DECEMBER 15, 1993

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	39	29	6	30	31	2	29	55	48	12
Philadelphia	2	6	2	2	3	2	1	3	11	3
Baltimore	5	10	0	4	9	0	3	6	11	2
Norfolk	12	22	6	8	13	2	6	19	34	6
Mobile	11	17	3	8	12	1	1	21	26	5
New Orleans	22	27	4	21	19	5	3	39	51	9
Jacksonville	32	27	2	18	23	3	14	54	49	4
San Francisco	19	15	4	14	22	0	7	49	30	10
Wilmington	23	23	3	15	17	4	4	37	30	8
Seattle	20	19	3	16	20	0	6	45	39	9
Puerto Rico	16	3	6	5	2	0	5	17	5	9
Honolulu	9	14	6	5	13	7	8	14	16	14
Houston	36	34	8	23	24	3	13	44	49	14
St. Louis	0	3	0	1	2	0	0	1	5	0
Piney Point	0	2	0	0	3	0	0	2	3	0
Algonac	1	0	0	0	0	0	0	1	2	0
Totals	247	251	53	170	213	29	100	407	409	105
ENGINE DEPARTMENT										
New York	19	14	2	14	7	1	8	41	42	7
Philadelphia	3	2	0	1	1	0	0	5	7	1
Baltimore	1	12	0	4	7	0	1	7	15	2
Norfolk	4	11	5	1	5	3	0	11	21	11
Mobile	8	9	1	4	4	0	1	17	18	1
New Orleans	13	21	4	10	5	0	3	22	29	11
Jacksonville	11	20	3	10	11	0	10	28	42	7
San Francisco	15	17	3	10	10	0	7	28	32	5
Wilmington	13	12	4	4	4	1	5	21	35	7
Seattle	14	13	0	9	11	0	5	26	26	3
Puerto Rico	11	5	0	4	3	0	4	8	4	3
Honolulu	6	17	6	2	16	5	8	8	16	12
Houston	13	12	2	13	12	0	5	23	30	6
St. Louis	0	1	0	0	0	0	0	0	3	0
Piney Point	0	6	0	0	5	0	0	3	18	0
Algonac	0	1	0	0	0	0	0	0	2	1
Totals	131	173	30	86	101	10	57	248	340	77
STEWARD DEPARTMENT										
New York	12	18	1	11	10	0	10	24	25	1
Philadelphia	1	2	1	0	1	0	0	2	3	2
Baltimore	2	0	0	1	2	0	0	7	2	0
Norfolk	11	4	3	4	1	1	1	15	15	2
Mobile	5	4	0	3	3	0	0	11	8	1
New Orleans	12	10	0	7	4	0	2	14	18	2
Jacksonville	13	9	1	11	6	0	9	23	8	3
San Francisco	45	12	1	23	4	1	9	79	29	3
Wilmington	17	6	0	8	7	0	3	23	5	1
Seattle	17	4	0	14	5	0	8	34	8	3
Puerto Rico	3	1	1	3	0	0	2	4	1	2
Honolulu	15	15	5	8	3	0	1	28	35	18
Houston	13	4	1	6	1	0	2	21	12	3
St. Louis	0	0	0	0	0	0	0	0	2	0
Piney Point	2	8	0	2	0	0	0	2	13	1
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	168	97	14	101	47	2	47	287	184	42
ENTRY DEPARTMENT										
New York	7	34	11	7	32	0	0	15	76	37
Philadelphia	2	1	4	0	2	1	0	2	2	7
Baltimore	2	5	0	0	5	1	0	2	9	3
Norfolk	5	19	5	1	10	0	0	10	42	18
Mobile	1	20	0	1	4	0	0	4	33	1
New Orleans	9	20	8	5	13	0	0	19	40	17
Jacksonville	3	16	7	1	13	1	0	6	32	12
San Francisco	17	15	4	3	4	0	0	31	40	16
Wilmington	5	11	10	5	7	0	0	11	24	22
Seattle	6	12	4	9	8	0	0	10	39	10
Puerto Rico	9	2	6	4	4	1	0	12	12	10
Honolulu	6	53	53	1	11	7	0	16	117	163
Houston	4	15	4	1	6	1	0	8	35	8
St. Louis	0	4	0	0	0	0	0	0	4	0
Piney Point	0	25	0	0	19	0	0	1	31	0
Algonac	0	0	0	0	1	0	0	0	2	0
Totals	76	252	116	38	139	12	0	147	538	324
Totals All Departments	622	773	213	395	500	53	204	1,089	1,471	548

* "Total Registered" means the number of men who actually registered for shipping at the port last month.
 ** "Registered on the Beach" means the total number of men registered at the port at the end of last month.
 A total of 1,152 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,152 jobs shipped, 395 jobs or about 34 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From November 16 to December 15, 1993, a total of 204 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 20,072 jobs have been shipped.

February & March 1994 Membership Meetings Deep Sea, Lakes, Inland Waters

- Piney Point**
Monday: February 7, March 7
- New York**
Tuesday: February 8, March 8
- Philadelphia**
Wednesday: February 9, March 9
- Baltimore**
Thursday: February 10, March 10
- Norfolk**
Thursday: February 10, March 10
- Jacksonville**
Thursday: February 10, March 10
- Algonac**
Friday: February 11, March 11
- Houston**
Monday: February 14, March 14
- New Orleans**
Tuesday: February 15, March 15
- Mobile**
Wednesday: February 16, March 16
- San Francisco**
Thursday: February 17, March 17
- Wilmington**
Tuesday: February 22*; Monday: March 21
** changed by Presidents' Day holiday*
- Seattle**
Friday: February 25, March 25
- San Juan**
Thursday: February 10, March 10
- St. Louis**
Friday: February 18, March 18
- Honolulu**
Friday: February 18, March 18
- Duluth**
Wednesday: February 16, March 16
- Jersey City**
Wednesday: February 23, March 23
- New Bedford**
Tuesday: February 22, March 22

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

Personal

HOSPITALIZED MEMBER SEEKS CORRESPONDENCE

James E. Hill would like to hear from his SIU friends, including those at Maritime Overseas Corp. His mailing address is: c/o G. Pierce Wood Memorial Hospital, 5847 SE Highway 31, Arcadia, FL 33821.



**Seafarers International
Union Directory**

Michael Sacco
President
John Fay
Secretary-Treasurer
Joseph Sacco
Executive Vice President
Augustin Tellez
Vice President Collective Bargaining
George McCartney
Vice President West Coast
Roy A. "Buck" Mercer
Vice President Government Services
Jack Caffey
Vice President Atlantic Coast
Byron Kelley
Vice President Lakes and Inland Waters
Dean 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
(313) 794-4988

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

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

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

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

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

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

MOBILE
1640 Dauphin Island Pkwy.
Mobile, AL 36605
(205) 478-0916

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

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

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

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

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

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

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

SAN FRANCISCO
350 Fremont St.
San Francisco, CA 94105
(415) 543-5855

Government Services Division
(415) 861-3400

SANTURCE
1057 Fernandez Juncos Ave.
Stop 16 1/2
Santurce, PR 00907
(809) 721-4033

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

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

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

Dispatchers' Report for Great Lakes

NOVEMBER 16 — DECEMBER 15, 1993

Port	CL—Company/Lakes			L—Lakes			NP—Non Priority		
	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	13	6	0	44	15	0	11	5
ENGINE DEPARTMENT									
Algonac	0	10	3	0	22	7	0	4	4
STEWARD DEPARTMENT									
Algonac	0	4	0	0	12	4	0	3	1
ENTRY DEPARTMENT									
Algonac	0	4	4	0	0	0	0	5	7
Totals All Departments	0	31	13	0	78	26	0	23	17

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

Dispatchers' Report for Inland Waters

NOVEMBER 16 — DECEMBER 15, 1993

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	6	0	0	4	0	0	33	2	0
Gulf Coast	11	0	19	0	0	6	14	0	39
Lakes & Inland Waters	22	0	0	14	0	0	37	0	0
West Coast	0	1	24	49	0	46	2	1	77
Totals	39	1	43	67	0	52	86	3	116
ENGINE DEPARTMENT									
Atlantic Coast	2	0	0	2	0	0	3	1	0
Gulf Coast	5	1	7	0	0	2	5	2	4
Lakes & Inland Waters	16	0	0	6	0	0	30	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	23	1	7	8	0	2	38	3	4
STEWARD DEPARTMENT									
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	2	1	4	0	1	1	2	2	10
Lakes & Inland Waters	4	0	0	3	0	0	9	0	0
West Coast	1	0	3	1	2	2	2	1	8
Totals	8	1	7	4	3	3	15	3	18
Totals All Departments	70	3	57	79	3	57	139	9	138

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

**SSU
BULLETIN
BOARD**

**BECOME A DOCENT
AT THE SOUTH STREET
SEAPORT MUSEUM**

Volunteer opportunities are available at the South Street Seaport Museum, which preserves and interprets the history of New York as a world port through historic ships, changing exhibitions, tours and other programs.

The education department is looking for people to join the docent program—volunteering four or even eight hours a week to give tours of the museum, galleries and ships. For those who love history and enjoy meeting new people, there are positions available. Training is free.

For additional information, call the director of volunteer programs at (212) 669-9445.

**VOLUNTEERS NEEDED
TO READY LIBERTY
AND VICTORY SHIPS**

Volunteers from all departments are needed to help prepare the Liberty Ships *John Brown* and *Jeremiah O'Brien* as well as the *Lane Victory* sail to Europe in convoy this spring. The vessels are planning to take part in the 50th anniversary celebration in Europe of the Normandy invasion.

All three restored World War II ships have become floating historical pieces. Anyone who would like to donate time to the effort is asked to call the ships individually: *John Brown*, docked in Baltimore, at (410) 661-1550; *Jeremiah O'Brien*, docked in San Francisco, at (415) 441-3101; and *Lane Victory*, docked in San Pedro, Calif., at (310) 519-9545.

UPDATE YOUR ADDRESS

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

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

**HONOR ROLL BEING
COMPILED FOR RUSSIAN
MEDAL HONOREES**

Historian Ian Millar is in the process of compiling a roll of honor for all merchant mariners and members of the Naval Armed Guard who have received the Russian medal for the 40th anniversary of victory in World War II.

It is Millar's hope to produce a soft-bound booklet which will give a history of the convoys as well as the roll of names of the many participants in the Murmansk Run.

Those who received a medal for participating in the convoys to north Russia can send him a post card with their name, rank aboard ship, the name of the ship and dates of the voyage. He also will accept letter with more details or recollections of the convoys. However, a post card with the above information will suffice.

Due to the large number of medal recipients, Millar will not be able to acknowledge each letter or card unless a stamped, self-addressed envelope is enclosed.

At this time, only those who received the medal for the convoys to north Russia should write. Later, if medals are awarded to those who sailed to Odessa and the Persian Gulf, another roll will be created.

Send data to Ian A. Millar, Maritime Research, 1806 Bantry Trail, Kernersville, NC 27284-4306.

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

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

The Seafarers Pension Plan this month announces the retirements of 15 members. Eleven of those signing off sailed in the deep sea division, while two each sailed in the inland and Great Lakes districts. Brothers Jimmie Garner and James Sheets successfully completed the bosun recertification program at the Seafarers Harry Lundeberg School of Seamanship. Brother Garner completed the course in 1974 while Brother Sheets completed it in 1975.

Brief biographical sketches of Brothers Garner and Sheets as well as the other new pensioners who are returning to shore follow.

DEEP SEA



LAUREN BRYANT, 65, signed on with the Seafarers in 1961 in the port of Seattle. A native of Keen, Kan., he sailed as a QMED. Brother Bryant served in the U.S. Marine Corps from 1945 to 1953. He retired to Federal Way, Wash.

JOSEPH CHIARAMONTE, 63, joined the union in 1958 in the port of New York. Born in Brooklyn, N.Y., he sailed in the deck department. Brother Chiaramonte upgraded frequently at Piney Point. He served in the U.S. Air Force from 1947 to 1953. Brother Chiaramonte resides in Jersey City, N.J.



ANTONIO CRISTOBAL, 65, joined the SIU in 1979 in the port of Wilmington, Calif. A native of Manila, Philippines, he sailed as a wiper. Brother Cristobal calls Norwalk, Calif. home.

JIMMIE GARNER, 53, began his sailing career in 1963 in the port of Mobile, Ala. Born in Gadsden, Ala., he successfully completed the bosun recertification course at the Lundeberg School in 1974. Brother Garner retired to Southside, Ala.



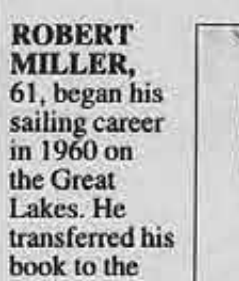
JOHN HILL, 48, joined the Seafarers in 1966 in the port of Norfolk, Va. A native of Dayton, Ohio, he sailed in the deck department. Brother Hill served in the U.S. Army from 1962

to 1965. He calls Virginia Beach, Va. home.

DONALD HINES, 66, signed on with the union in 1970 in the port of Seattle. Born in Washington, he sailed as a QMED. Brother Hines resides in Issaquah, Wash.



RODOLFO LOPEZ, 65, joined the SIU in 1974 in the port of New Orleans. A native of Honduras, he sailed in the deck department. Brother Lopez upgraded at Piney Point in 1978. He retired to New Orleans.



ROBERT MILLER, 61, began his sailing career in 1960 on the Great Lakes. He transferred his book to the deep sea division in 1964 and sailed out of the port of Houston. Born in Erie, Pa., he sailed as a QMED. Brother Miller upgraded at the Lundeberg School frequently. He served in the U.S. Army. Brother Miller calls Wattsburg, Pa. home.



LAVERNE QUANTZ, 65, signed on with the SIU in 1967 in the port of New York. A Spokane, Wash. native, he sailed in the deck department. Brother Quantz upgraded at Piney Point in 1979. He resides in Lacey, Wash.

JOSEPH PAZOS, 53, joined the Seafarers in 1968 in his native New York. Brother Pazos sailed as a QMED. He upgraded at the Lundeberg School frequently. Brother Pazos still calls New York home.

Seven Scholarships are available to Seafarers and members of their families

All Seafarers—as well as their spouses and children—who plan to attend college are encouraged to apply for one of seven scholarships being awarded in 1994.

Applications now are being accepted. The deadline for submission of all required paperwork is April 15, 1994.

For further information, see an SIU official at any union hall—or contact the Scholarship Program, Seafarers Welfare Plan, 5201 Auth Way, Camp Springs, MD 20746.

deberg School frequently. Brother Pazos still calls New York home.

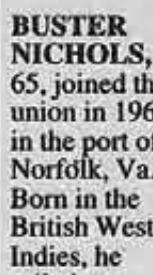
JAMES SHEETS, 63, began his sailing career with the union in 1947 in the port of New York. Born in Virginia, he successfully completed the bosun recertification course at the Lundeberg School in 1975. Brother Sheets served in the U.S. Army from 1951 to 1953. He calls Baltimore home.



INLAND



LUIS GONZALEZ, 62, joined the Seafarers in 1976 in his native Puerto Rico. He sailed as an engineer. Boatman Gonzalez retired to Puerto Rico.



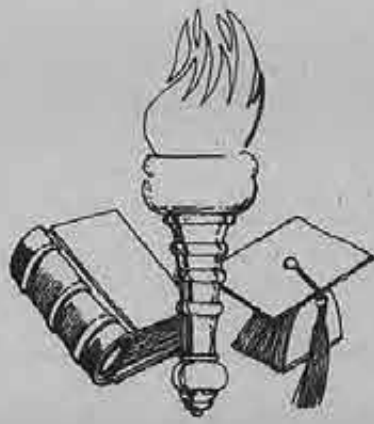
BUSTER NICHOLS, 65, joined the union in 1962 in the port of Norfolk, Va. Born in the British West Indies, he sailed as a barge captain. Boatman Nichols resides in Holiday, Fla.



KENNETH SHORKEY, 65, began his sailing career in 1949 in the port of Detroit. A Michigan native, he sailed in the deck department. Brother Shorkey retired to Hollywood, Fla.



HAROLD WALKLEY, 61, joined the SIU in 1956 in the port of Detroit. A native of Benzie County, Mich., he sailed as an oiler. Brother Walkley calls Custer, Mich. home.



SUMMARY ANNUAL REPORT FOR SEAFARERS VACATION FUND

This is a summary of the annual report of the Seafarers Vacation Fund EIN 13-5602047 for the year ended December 31, 1992. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The Trust has committed itself to pay claims incurred under the terms of the plan.

BASIC FINANCIAL STATEMENT

The value of plan assets, after subtracting liabilities of the plan was \$4,880,007 as of December 31, 1992, compared to \$3,217,450 as of January 1, 1992. During the plan year, the plan experienced an increase in its net assets of \$1,662,557. This increase included unrealized appreciation in the value of plan assets; that is the difference between the current value of assets at the beginning of the year plus the cost of any assets acquired during the year less the current value of assets at the end of the year.

During the plan year, the plan had total income of \$40,169,314 including employer contributions of \$39,476,728, gain on sale of assets of \$681, and earnings from investments of \$691,905. Plan expenses were \$38,506,757. These expenses included \$4,156,306 in administrative expenses, \$31,908,730 in benefits paid to participants and beneficiaries, and \$2,441,721 in other expenses (payroll taxes on vacation benefits).

YOUR RIGHTS TO ADDITIONAL INFORMATION

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

1. An accountants' report,
2. Assets held for investment,
3. Service provider and trustee information,
4. Schedule of reportable transactions.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Nicholas J. Marrone, who is the Plan Administrator, 5201 Auth Way, Camp Springs, MD 20746, (301) 899-0675. The charge to cover copying costs will be \$1.80 for the full annual report, or \$.10 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge. You also have the legally protected right to examine the annual report at the main office of the plan located at 5201 Auth Way, Camp Spring, MD 20746, and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Public Disclosure Room, N4677, Pension and Welfare Benefit Programs, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20216.

SUMMARY ANNUAL REPORT FOR SEAFARERS WELFARE FUND

This is a summary of the annual report of the Seafarers Welfare Fund EIN 13-5557534 for the year ended December 31, 1992. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA). The Trust has committed itself to pay claims incurred under the terms of the plan.

BASIC FINANCIAL STATEMENT

The value of plan assets, after subtracting liabilities of the plan was a (deficit) of \$(42,133,981) as of December 31, 1992, compared to \$(25,771,455) as of January 1, 1992. During the plan year the plan experienced a decrease in its net assets of \$16,362,526. This decrease included unrealized appreciation and depreciation in the value of plan assets; that is, the current value of assets at the beginning of the year plus the cost of any assets acquired during the year less the current value of assets at the end of the year. During the plan year, the plan had total income of \$33,629,350, including employer contributions of \$33,165,660, miscellaneous income of \$3,704, gain from sale of assets of \$28,416 and earnings from investments of \$431,570. Plan expenses were \$49,991,876. These expenses included \$4,871,805 in administrative expenses and \$45,120,071 in benefits paid to participants and beneficiaries.

YOUR RIGHTS TO ADDITIONAL INFORMATION

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

1. An accountants' report,
2. Assets held for investment,
3. Loans or other obligations in default,
4. Reportable transactions,
5. Service provider and trustee information.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Nicholas J. Marrone who is the Plan Administrator, 5201 Auth Way, Camp Springs, MD 20746 (301) 899-0675. The charge to cover copying costs will be \$1.70 for the full annual report, or 10 cents per page for any part thereof. You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both.

If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because portions are furnished without charge. You also have the legally protected right to examine the annual report at the main office of the plan at 5201 Auth Way, Camp Springs, MD 20746 and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N4677, Pension and Welfare Benefit Programs, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20216.

SUPPLEMENTAL INFORMATION

The plan has a deficit of \$(42,133,981), as of December 31, 1992, which includes an estimated liability for retired participants and their dependents in the amount of \$39,985,000. This amount represents the estimated liability for payment of all future hospital, medical, dental, prescription drug and medicare premiums for the life of the pensioner and for the period provided in the plan's rules for the dependents of such pensioner.



QMED Curtis Jackson relaxes in the galley before starting his shift.



Listening to a member speak during a shipboard union meeting is Bosun Albert Pickford.



Looking out over the Himeji port is AB Mike McCarthy.



Heading for his fo'c'sle on the LNG Taurus is Chief Steward Francis Ostendarp.



Making sure the lifeboats on board the LNG Taurus stay in working order is AB Richard Lewis.



Proud to show his SIU colors is Steward/Baker Alexander Reyer.

Steward Provides Taurus Crew with Menu Variety

Making sure Seafarers look forward to meal hours aboard the LNG Taurus is the job of Chief Steward Francis Ostendarp and the rest of the steward department.

"We do whatever we can to make meals different and interesting since we are at sea so much of the time," the recertified steward told a reporter for the Seafarers LOG.

At least once each voyage, Ostendarp, along with fellow galley gang members Chief Cook Janet Lyson and Steward Assistants Patricia Ballance, Judi Chester and Shawn Fujiwara, offers special meals where crewmembers eat outside, taking advantage of the ship's picnic tables. "It's a time all of us look forward to," Ostendarp said.

The nine-year SIU veteran noted that his skills as a fisherman helped in preparing dinner for his fellow crewmembers during one voyage.

"I caught a four-foot hammerhead shark while fishing when I was off duty," he recalled. "I took it into the galley, cleaned it and cooked it that night. Nobody went away hungry."

In his years of sailing, he also experienced what could have been a chief steward's nightmare. But he called upon his knowledge as a shoreside restaurant cook, which he had done before joining the SIU, to help.

While Ostendarp was sailing aboard the LNG Capricorn, lookouts spotted a vessel low in the water and moved in for a rescue. The LNG vessel took on 171 Vietnamese boat people.

"It became a zoo," he said. "We had them on board for four days and provided two meals a day. Unfortunately, we ran out of rice for the last meal and served instant potatoes instead."

While the boat people ate the chicken and vegetables on their plates, they had no idea what the potatoes were. "I've never seen starving people turn down food before," the recertified steward added with a chuckle.

The Taurus, like other LNG vessels operated by Energy Transportation Corporation, sails between Indonesia where the ships load liquified natural gas and Japan where it is offloaded. Round trips on the ships average one a month.



Ready to go ashore in Himeji, Japan is QMED Tim Van Pelt.



Bosun Robbyson Suy keeps watch on deck during offloading operations.



AB John Wells (left) and QMED Joseph Arnold (right) pose with SIU Executive Vice President Joseph Sacco when he met the vessel in Japan recently.



Wiper Brandon Greaux helps himself to a cup of coffee.



Enjoying his lunch is OS Steve Lombardi.



Prepared to begin dinner in the Taurus' spotless galley are Chief Cook Ron Aubuchon and SA Patricia Ballance.



Offering lunch to a hungry crewmember is Chief Cook Janet Lyson.

Digest of Ships Meetings

The Seafarers LOG attempts to print as many digests of union ship-board 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.

NEDLLOYD HOLLAND (Sea-Land Service), July 18—Chairman F. Goethe, Secretary V. Harper, Educational Director Don Bush, Deck Delegate G. Ray, Engine Delegate A. Lane. Chairman updated crewmembers on Sea-Land's efforts to re-flag vessels. He urged members to take advantage of upgrading courses at Piney Point. Treasurer reported \$80 in ship's fund. No beefs or disputed OT reported. Crew reported Seafarers LOGs received. Crew gave vote of thanks to steward department for job well done. Next port: Boston.

UST PACIFIC (IOM), July 27—Chairman William Csapo Jr., Secretary George Borromeo, Educational Director Felix Durand, Engine Delegate Robert Bunch, Steward Delegate Kristen Swain. Chairman discussed problems receiving mail in Egypt. He reminded crewmembers that senders must clearly note the contracted company, vessel name and complete name and rating of individual mail is intended to reach. Chairman also announced Coast Guard inspection and two-week layup in Dubai for shipyard repairs. He stated picture taking is prohibited and overnight stays ashore must be cleared with master and customs. Educational director encouraged members to upgrade skills at Paul Hall Maritime Center. No beefs or disputed OT reported. Crew discussed customs regulations and shore leave. Chairman announced phone being put on board while in port.

AMERICAN MERLIN (Osprey Shipping), August 8—Chairman Paul Butterworth, Secretary J. Abernathy, Educational Director J. Store, Deck Delegate Larry Duggan, Engine Delegate John Kron, Steward Delegate William Carter. Chairman reported smooth sailing and discussed SPAD with crewmembers. He updated members on contract negotiations. Secretary thanked crewmembers for keeping ship clean. Educational director urged members to apply for upgrading courses at Piney Point. No beefs or disputed OT reported. Crew reported Seafarers LOGs received. Crew asked contracts department for information concerning explosive cargoes and hazard pay. Crew requested additional VCR tapes and library books. Crew reported galley needs repairs to oven and grill.

COURIER (Vulcan Carriers), August 31—Chairman Stephen Argay, Secretary Richard Brumage, Educational Director Rodney Lewis. Chairman requested patrolman to meet vessel in next port. Educational director urged members to use safety precautions in every port. Deck delegate reported disputed OT and beefs. No beefs or disputed OT reported by engine or steward delegates. Crew requested additional washer and dryer for crew laundry. Crew reported winches need repairs. Steward delegate noted refrigerator needs new door. Crew extended special vote of thanks to steward department and

thanked them for fresh baked pastries, rolls and quiche. Next port: Port Arthur, Texas.

SEA-LAND DEFENDER (Sea-Land Service), August 27—Chairman G. Westphal, Secretary John Alamar, Educational Director Roy Taylor. Chairman reported good trip and asked crewmembers to help keep crew area clean. Educational director reminded members to attend Lundeberg School. No beefs or disputed OT reported. Crew reported Seafarers LOGs arriving late. Next port: Oakland, Calif.

SEA-LAND INNOVATOR (Sea-Land Service), August 29—Chairman Claude Dockrey, Secretary Jose Bayani, Educational Director Larry Holbert, Engine Delegate Frank Alshalf, Steward Delegate Rafaelita Griego. Chairman noted smooth sailing. Secretary thanked the deck and engine departments for keeping ship clean. No beefs or disputed OT reported. Engine delegate asked contracts department for clarification concerning jobs that can be performed by engine cadet. Next port: Long Beach, Calif.

SEA-LAND PERFORMANCE (Sea-Land Service), August 15—Chairman Richard Moss, Secretary Gary Griswold, Educational Director Arthur Rhymes, Deck Delegate Emmanuil Halkias, Engine Delegate Juan Toro, Steward Delegate James O'Reilly. Chairman announced payoff upon arrival in port and said he was waiting for latest news on contract negotiations. Secretary reported new dryer ordered for crew laundry will be received in next port. Educational director reminded members to take advantage of upgrading opportunities at Paul Hall Center. Engine delegate listed disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew stated their TV and radio reception being interrupted by use of HAM radio aboard ship. Crew requested designated times each day for HAM radio broadcasts. Crewmembers discussed high cab fares in Elizabeth, N.J. and requested access to pay telephones that are secure from weather and excess noise at Sea-Land terminal on Blount Island, Fla. Next port: Charleston, S.C.

SEALIFT INDIAN OCEAN (IMC), August 22—Chairman Mike Moore, Secretary Joe Siers, Deck Delegate Roy Windham, Engine Delegate Victor Mondecl. Secretary reported new stores will be received in Singapore. Educational director reminded members to upgrade at Piney Point. Treasurer reported \$250 in ship's fund. No beefs or disputed OT reported. Crew requested new VCR.

GREEN ISLAND (Waterman Steamship Co.), September 26—Chairman Samuel Reed, Secretary E. Myers, Educational Director D. Ingram, Engine Delegate Angelito Francisco. Chairman reported slop chest now

open more frequently. News on contract being awaited but Seafarers LOGs received. Educational director urged members to go to Lundeberg School to upgrade. Deck delegate reported disputed OT. No beefs or disputed OT by engine or steward delegates. Crew noted mail service poor. Chairman said new mattresses ordered will arrive in New Orleans. Crew asked that ship be fumigated for bugs and reported repairs needed to refrigerators, dishwasher, juice machine and washing machine. Secretary thanked crew for being best he has sailed with. Crew gave galley gang vote of thanks for excellent food. Chairman reminded crewmembers to keep noise down. Next port: Norfolk, Va.

LNG ARIES (ETC), September 12—Chairman B. Darley, Secretary R. Brown, Educational Director D. Panko, Engine Delegate Richard Robertson. Chairman discussed new contract and thanked crew for pleasant tour. Secretary reminded people signing off to replace linen for reliefs. He thanked steward assistant for job well done. Educational director reminded crewmembers to upgrade whenever possible at Paul Hall Center. Treasurer listed \$365 in ship's fund. No beefs or disputed OT reported. Crew stated SIU representative Sal Aquia came aboard ship in Japan to discuss new contract and conduct vote. Chairman said captain also discussed new contract with crewmembers and changes that will affect crew. Crew asked contracts department for additional information concerning drug testing and cholera shots. Educational director advised members to return movies to video library when finished. Crew gave vote of thanks to steward department for job well done. Next port: Nagoya, Japan.

SEA-LAND PERFORMANCE (Sea-Land Service), September 19—Chairman Richard Moss, Secretary Gary Griswold, Educational Director Daniel Johnson, Deck Delegate Mike Halkias, Engine Delegate Juan Toro, Steward Delegate James O'Reilly. Secretary gave vote of thanks to crewmembers for cleaning up their areas. Educational director urged members to upgrade skills at Piney Point. No beefs or disputed OT reported. Crewmembers asked contracts department to look into increasing pension benefits in new contract. Next port: Norfolk, Va.

SEALIFT PACIFIC (IMC), September 12—Chairman Ferdinand Gongora, Secretary D. St. George, Educational Director Tom Moran. Chairman reported dart board, darts and TV for crew lounge will be purchased in England. Educational director reminded members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew discussed holiday greetings for Seafarers LOGs. Members requested new clock for crew mess hall and repairs to coffee pot. Crew thanked steward department for job well done.

USNS WILKES (Bay Ship Management), September 19—Chairman Thomas Trehern, Secretary K. Dougherty, Educational Director Gary Dahl, Deck Delegate Jerry Hill, Engine Delegate Jeffrey Willis, Steward Delegate Donald Mann. Chairman discussed letter received from SIU Vice President of Government Services Roy "Buck" Mercer concerning weekend vacation pay under agreement. Crewmembers discussed problems associated with

draws. Crew asked contracts department to clarify any changes for crewmembers with new company operating vessels. Treasurer reported \$388 in ship's fund. No beefs or disputed OT reported. Crew asked contracts department for information concerning safety bonuses.

AMERICAN MERLIN (Osprey Shipping), October 24—Chairman Paul Butterworth, Secretary Kevin Deegan, Educational Director Jerry Ember, Deck Delegate John Sullivan, Engine Delegate John Kron, Steward Delegate Wayne Wilson. Chairman announced galley equipment repaired and new grill installed. Chairman asked contracts department to look into hazardous pay and explosive cargo bonus for crewmembers. No beefs or disputed OT reported. Crew

crew for nice voyage. He urged members to read Seafarers LOG and keep updated with union news. He also reminded members to support SPAD. Educational director advised members to upgrade at Paul Hall Center. No beefs or disputed OT reported. Crewmembers voted to approve new contract. Crew extended vote of thanks to galley gang for fine food.

LNG LEO (ETC), October 30—Chairman Robert Schwarz, Secretary Henry Jones Jr., Educational Director Sean Nolan, Deck Delegate G. Keblis, Engine Delegate Jeffrey Yarmola, Steward Delegate Amy Rippel. Chairman reported ship re-crewed from shipyard. Educational director advised engine department and all crewmembers to upgrade at Lundeberg School. No beefs or dis-



On a recent trip through the Mediterranean, Seafarers aboard the Julius Hammer gather on deck to pose for a crew photograph. They are, from left, AB Dave Davenport, Engine Utility Bobby Brown Jr., AB Peter Tusa, DEU Nick Valentin, Bosun Bruce Gordon, QMED/Pumpman Ralph Kurpeski and Chief Cook Kevin Marchant.

requested new washing machine and dryer. Crew also asked for movies and head cleaner for VCR. Crew gave vote of thanks to steward department for job well done.

FRANCES HAMMER (Ocean Shipholding), October 18—Chairman Rick Wilson, Secretary J. Price. Chairman announced payoff in Tampa, Fla. then discharge in Uncle Sam, La. and loading in Morehead City, N.C. before sailing for Indonesia. Secretary urged members to apply for 1994 SIU scholarship. Educational director advised members to upgrade at Piney Point and keep benzene test and passports up-to-date. Treasurer listed \$220 in ship's fund. No beefs or disputed OT reported. Crew asked contracts department for information concerning new contract and changes made. Crew requested new washing machine and repairs on ship's antenna. Steward delegate reminded members to wipe grease off chairs after sitting.

GLOBAL MARINER (Transoceanic Cable), October 28—Chairman Thor Young, Secretary Brian Gross, Educational Director B. Stearnan, Deck Delegate Michael Mitchell, Engine Delegate Kelly McDonald. Chairman reminded crewmembers who eat night lunch to clean up after themselves, wipe up any beverages spilled in passageways and tidy up after using laundry room. No beefs or disputed OT reported.

GROTON (Sheridan Transportation), October 30—Chairman Neil Matthey, Secretary M. Deloatch, Educational Director W. Robertson, Deck Delegate Brian Fountain, Steward Delegate M. Hammack. Chairman announced payoff in Tampa, Fla. and thanked

puted OT reported. Crew discussed new contract changes and said telex will be sent to headquarters. Crew gave round of applause for galley gang for great meals while in shipyard. Next port: Arun, Indonesia.

NUEVO SAN JUAN (Puerto Rico Marine), October 19—Chairman W. Card, Secretary R. Fagan. Chairman reminded crewmembers to separate plastics and regular trash. He also announced signs will be posted concerning no smoking policy in mess hall.

OMI CHAMPION (OMI), October 23—Chairman M. De la Cerda, Secretary N. Duhe, Educational Director C. Croft. Chairman noted couch in crew lounge and ice machine will be replaced. Chairman stated he talked to SIU Port Agent Joe Perez and contract passed in full. No beefs or disputed OT reported. Chairman gave special vote of thanks to galley gang for excellent food.

OMI HUDSON (OMI), October 19—Chairman T. Banks, Secretary F. King, Educational Director W. Phillipot, Engine Delegate J. Fair. Chairman announced ship to lay up in Mobile, Ala. for 14 days. He asked crewmembers to clean rooms and turn in linen. No beefs or disputed OT reported. Crew discussed problems concerning draws.

OMI PLATTE (OMI), October 10—Chairman Jerry Borucki, Secretary K. Dewitt, Deck Delegate J. Heatherly, Engine Delegate Alex Resendez, Steward Delegate Clarence Willey. No beefs or disputed OT reported. Chairman announced information concerning new contract received from headquarters. He en-

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Final Departures

DEEP SEA

GUSTAV AKK



Pensioner Gustav Akk, 94, passed away October 23. Born in Estonia, he joined the Seafarers in 1943 in the port of New

York. Brother Akk sailed as a bosun. He began receiving his pension in July 1967.

WILLIAM BENISH



Pensioner William Benish, 78, died November 1. A native of Washington, he joined the union in 1948 in the port of

New York. Brother Benish sailed in the steward department. He retired in November 1979.

JOHN BREEN



Pensioner John Breen, 71, passed away November 2. He joined the SIU in his native Baltimore in 1951. Brother Breen

sailed in the steward department. He served in the U.S. Army from 1943 to 1946. Brother Breen began receiving his pension in November 1978.

MANUEL CANTRE



Pensioner Manuel Cantre, 61, died November 1. Born in Puerto Rico, he joined the Marine Cooks and Stewards in 1957 in the

port of New York, before that union merged with the Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Cantre retired in January 1993.

GARY HOOVER



Pensioner Gary Hoover, 47, passed away November 4. A Missouri native, he joined the SIU in 1969 in the port of New York.

Brother Hoover successfully completed the bosun recertification course at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. in 1979. Brother Hoover began receiving his pension in January 1991.

ROBERT STANBACH



Robert Stanbach, 24, died November 22. Born in Virginia, he joined the union in 1991 in Piney Point, Md. after successfully

completing the trainee program. Brother Stanbach sailed in

the deck department. He returned to the Lundeberg School in June and upgraded to AB. Brother Stanbach last sailed aboard the *Cape Mohican*, an OMI vessel.

ARTHUR VOGEL



Pensioner Arthur Vogel, 67, passed away November 2. He joined the Seafarers in 1955 in his native Boston. Brother

Vogel sailed in both the steward and deck departments. He served in the U.S. Navy from 1944 to 1946. Brother Vogel retired in July 1985.

HO JOENG YJOE



Pensioner Ho Joeng Yjoe, 84, died October 20. Born in China, he joined the SIU in 1952 in the port of New York.

Brother Yjoe sailed in the steward department. He began receiving his pension in October 1975.

CHARLES ZUBOVICH



Pensioner Charles Zubovich, 71, passed away November 24. A native of Leisenring, Pa., he began his sailing career in 1953

in the port of Baltimore. Brother

Zubovich served in the U.S. Army from 1942 to 1945. He retired in November 1976.

INLAND

JESSIE CUSHION

Pensioner Jessie Cushion, 77, died November 9. Born in Florida, he signed on with the SIU in 1961 in the port of Port Arthur, Texas. Boatman Cushion sailed as a mate. He served in the U.S. Coast Guard from 1942 to 1946. He began receiving his pension in January 1981.

WILLIE JAMES

Pensioner Willie James, 66, passed away October 27. Born in Alabama, Boatman James first shipped with the SIU inland division in 1955 out of the port of Mobile, Ala. He sailed as a leverman. Boatman James retired in April 1989.

ROBERT KELLETT

Pensioner Robert Kellett, 72, died October 31. A native of Amesbury, Mass., he joined the Seafarers in 1957 in the port of Houston. He sailed in the deck department. Boatman Kellett served in the U.S. Air Force from 1942 to 1945. He began receiving his pension in April 1984.

WILLIAM MCKENZIE

Pensioner William McKenzie, 81, passed away November 18. Born in Texas, he joined the union in 1957 in the port of Galveston, Texas. He sailed as a mate. Boatman McKenzie retired in January 1975.

HENRY STYRON

Pensioner Henry Styron, 80, died October 24. A Cedar Island, N.C. native, he joined the SIU in 1962 in the port of Norfolk, Va. Boatman Styron sailed as an AB. He served in the U.S. Army from 1942 to 1946. Boatman Styron began receiving his pension in January 1979.

GREAT LAKES

JOHN KING



Pensioner John King, 90, passed away November 23. Born in Alanson, Mich., he joined the Seafarers in 1960 in the

port of Detroit. Brother King sailed as a wheelsman. He retired in April 1972.

ATLANTIC FISHERMEN

FRANK LUCIDO

Pensioner Frank Lucido, 87, passed away October 17. A native of Lawrence, Mass., he was one of the original members of the Atlantic Fishermen's Union, an affiliate of the SIU, before it merged with the AGLIWD in 1981. Lucido joined the union in 1938 in Gloucester, Mass., and worked in that area until the time of his retirement in October 1975.

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 con-

stitution 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 op-

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

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

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

Ships Digest

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couraged all union members on vessel to actively participate in union meetings. Chairman thanked all crewmembers for keeping ship clean. Next port: Tiema, Ghana.

OMI WILLIAMETTE (OMI), October 17—Chairman **Louis Hachey**, Educational Director **F. Vogler**, Deck Delegate **G. Shaw**, Steward Delegate **Michael Kozar**. No beefs or disputed OT reported. Chairman discussed smoking policy for ship. Crew voted on smoking hours for crew lounge and gave all three watches and steward department various two-hour shifts to watch movies in a smoke-free lounge. Educational director encouraged members to upgrade at Lundeberg School. Next port: San Francisco.

OVERSEAS WASHINGTON (Maritime Overseas), October 17—Chairman **Michael Bolger**, Secretary **P. Lopez**, Educational Director **Mark Grendahl**, Steward Delegate **Rolando Lopez**. Chairman read letter from captain concerning changes in shipping rules. He announced patrolman boarding vessel next port. Educational director reminded members any time they have a chance to upgrade at Piney Point they should take the opportunity. No beefs or disputed OT reported. Chairman advised crewmembers to keep lounge clean at all times. Crew requested new microwave. Next port: Anacortes, Wash.

PFC EUGENE OBREGON (Waterman Steamship), October 23—Chairman **Henry Bouganim**, Secretary **Patrick Helton**, Educational Director **Charles Clackley**, Deck Delegate **Reeves Hornby**, Engine Delegate **John McCabe**, Steward Delegate **Mario Martinez**. Chairman reported *Seafarers LOGs* being received regularly and urged crewmembers to read them to keep up with what is happening in union. He announced that after payoff, ship will go on coastwise articles. Educational director encouraged members to upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Crew gave vote of thanks to galley gang for one of the cleanest and best feeding ships in SIU. Next port: Panama City, Fla.

SEA-LAND CHALLENGER (Sea-Land Service), October 3—Chairman **Jose Rodriguez**,

Secretary **H. Scypes**, Educational Director **Dann Manthei**. Chairman reported contract ratified. He announced payoff date and site. No beefs or disputed OT reported. Crew asked contracts department to look into issuing SIU welfare plan ID insurance cards as soon as possible. Crew gave vote of thanks to steward department. Next port: Elizabeth, N.J.

SEA-LAND DISCOVERY (Sea-Land Services), October 24—Chairman **N. Sala**, Secretary **T. Colls**, Educational Director **J. Shuler**, Deck Delegate **Edwin Ortega**, Engine Delegate **Juan Guaris**, Steward Delegate **Antonio Colon**. Chairman announced payoff when patrolman arrives and asked contracts department to clarify sections of new contract. No beefs or disputed OT reported. Chairman announced new water fountain in crew mess room. Crew requested additional washing machine. Crew gave vote of thanks to galley gang for good job and good food. Next port: Elizabeth, N.J.

SEA-LAND ENTERPRISE (Sea-Land Service), October 24—Chairman **Ernest Duhon**, Secretary **Harry Lively**, Educational Director **Ray Chapman**, Deck Delegate **Gary Cardillo**, Engine Delegate **Earl Olson**, Steward Delegate **John Bennett**. Chairman announced new contract accepted and ratified. He said new working rules to be in effect on next trip. Educational director urged members to upgrade at Paul Hall Center. No beefs or disputed OT reported. Next port: Tacoma, Wash.

SEA-LAND HAWAII (Sea-Land Service), October 10—Chairman **G. Hamilton**, Secretary **J. Smith**, Educational Director **J. Rogers**, Deck Delegate **John Ray**, Engine Delegate **Paul Whalen**, Steward Delegate **Glenn Taan**. Chairman announced trash cans ordered for crewmembers to dispose of plastics in rooms. Crew discussed new contract and changes being made in work rules. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Chairman urged members to read president's report each month. Crew asked steward department to continue putting out hard boiled eggs and sardines at night lunch. Crew asked for new linens to replace worn-out sheets. Next port: Oakland, Calif.

SEA-LAND INDEPENDANCE (Sea-Land Service), October 3—Chairman **J.R. Wilson**, Secretary **Nancy Heyden**, Educational Direc-

tor **Jose Del Rio**, Deck Delegate **Mitchell Santana**, Engine Delegate **Melvin Layner**, Steward Delegate **Carlton Griffin**. Chairman discussed future of American-flag vessels and stressed need to donate to SPAD for lobbying on Capitol Hill. Educational director reminded crewmembers of importance of upgrading at Paul Hall Center. Engine delegate reported beef and disputed OT. No beefs or disputed OT reported by deck or steward delegates. Steward delegate gave vote of thanks to crewmembers for keeping common areas clean. Crew noted movies are not being re-wound or placed back in proper covers. Chairman advised crew to lock lounge and movie cabinets while in port. Vote of thanks given to galley gang for fine food. Next port: Long Beach, Calif.

SEA-LAND INNOVATOR (Sea-Land Service), October 9—Chairman **F. Adams**, Secretary **A. Davis**, Deck Delegate **John Debos**, Engine Delegate **T. Hawkins**, Steward Delegate **Herbert Lopez**. Chairman reminded members to write congressional representatives urging for a stronger merchant marine. Chairman thanked steward department for job well done and encouraged them to keep up good work. Secretary reported one galley gang member signing off to upgrade at Lundeberg School. He urged all members to upgrade. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Next port: Long Beach, Calif.

SEA-LAND PACIFIC (Sea-Land Service), October 11—Chairman **Lothar Reck**, Secretary **G. Bronson**, Educational Director **Juanito Dansalan**, Deck Delegate **Julius Udan**, Engine Delegate **David Bland**, Steward Delegate **John McCree**. Chairman reported SIU Port Agent **Bob Hall** came to ship for payoff and to discuss new contract as it pertains to all three departments. Chairman discussed new contract and work rule changes. He encouraged members to donate to SPAD. He reminded crewmembers signing off to clean rooms. He announced new washing machine received. Secretary encouraged members to upgrade at Paul Hall Center. Treasurer listed \$130 in movie fund and \$255 in ship's fund. Steward delegate reported disputed OT. No beefs or disputed OT reported by engine or deck delegates. Crewmembers requested new VCR. Chairman advised members to keep crew lounge and laundry clean. Next port: Tacoma, Wash.

SEA-LAND PRODUCER (Sea-Land Service), October 31—Chairman **J. Stout**, Secretary **Donna Jean Clemons**, Educational Director **J. Smitko**, Deck Delegate **Larry Thompson**, Engine Delegate **Steve Cunningham**, Steward Delegate **Rowell Sim**. Chairman discussed with crewmembers when Sea-Land would begin paying new rates. He reminded members to upgrade at Lundeberg School. No beefs or disputed OT reported. Chairman announced *Seafarers LOGs* received. Next port: Oakland, Calif.

SEA-LAND TRADER (Sea-Land Service), October 19—Chairman **Mike Willis**, Secretary **R. Snow**, Educational Director **M. Sabin**. Crew gave thanks to galley gang for job well done. Treasurer reported \$365 in movie fund. Chairman reminded crewmembers no smoking in lounge or mess halls.

SEA-LAND VALUE (Sea-Land Service), October 24—Chairman

D. Leon Jr., Secretary **M. Abdelfattah**, Educational Director **Steve Miller**, Steward Delegate **Alex Bonfont**. Chairman noted radio for crew lounge needed. No beefs or disputed OT reported. Crew gave vote of thanks to steward department and rest of crew for job well done.

SEA-LAND VOYAGER (Sea-Land Service), October 22—Chairman **T. Murphy**, Secretary **Robert Miller**, Educational Director **B. Landis**, Engine Delegate **R. Surrick**, Steward Delegate **A. Hasan**. Chairman discussed new contract with crewmembers and urged them to write their elected officials to voice support for a strong U.S. merchant marine. No beefs or disputed OT reported. Crew discussed transportation from ship to gate in port. Next port: Tacoma, Wash.

SEALIFT ATLANTIC (IMC), October 10—Chairman **Carlos Laureiro**, Deck Delegate **Doug Lawton**, Engine Delegate **Evans Clifford**, Steward Delegate **N. Monteith**. Chairman reminded crewmembers not to take more than one movie out of lounge. He announced payoff in Jacksonville, Fla. Educational director encouraged members to upgrade at Paul Hall Center. No beefs or disputed OT reported. Crew reported problems with air conditioning and hot water. Chairman stated linen locker to be open every Saturday.

SEALIFT CARIBBEAN (IMC), October 3—Chairman **Kenneth McLamb**, Secretary **Robert Bright**. Chairman announced payoff upon arrival in New Jersey. Crew reported new mattresses needed on ship. They noted refrigerators and galley range need repair.

SEALIFT CARIBBEAN (IMC), October 31—Chairman **M. Marguatte**, Secretary **Robert Bright**. Chairman reminded crewmembers to return movies to cabin when finished. He urged members to read *Seafarers LOG* to understand new contract. Treasurer reported \$600 in ship's fund. All department delegates reported disputed OT. Chairman reminded crewmembers smoking not allowed in mess hall at any time. He reminded members to have adequate lighting when tank is being cleaned and to be sure tanks are gas-free.

SEALIFT INDIAN OCEAN (IMC), October 3—Chairman **Fred Collins**, Secretary **F. Winiker**, Educational Director **Neil Carter**, Deck Delegate **Jon Williams**. Crew reported VCR and microwave need repair. Educational director reminded members to upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Next port: Yanbu, Saudi Arabia.

SEALIFT PACIFIC (IMC), October 24—Chairman **F. Gongora**, Secretary **Dave St. George**, Educational Director **Tom Moran**. Chairman announced dart board received and will get speakers for crew lounge in next port. Chairman listed vessel's upcoming ports with crew. Secretary thanked crew for one of the best trips he ever made. Educational director encouraged members to upgrade at Piney Point. Treasurer reported \$300 in ship's fund. No beefs or disputed OT reported. Crew discussed sending holiday greetings into the *Seafarers LOG*. Chairman reminded crewmembers to bring empty dishes to galley and keep crew lounge clean. Bosun thanked steward for good job. Next port: Imingham, U.K.

SGT. MATEJ KOCAK (Waterman Steamship), October 31—

Chairman **Anjelo Urit**, Secretary **L. Gamble**, Educational Director **D. Peterson**, Deck Delegate **Glen Rogers**, Steward Delegate **Antonio Prizmik**. Chairman an-

Discharging Cargo



Bosun Jerry Borucki (right) and Ali Soto, shoregang worker in Ghana, complete offloading of cargo from *OMI Platte* onto waiting truck.

nounced payoff in Panama City, Fla. and the pay scale change January 1. Educational director reminded members to upgrade at Paul Hall Center. No beefs or disputed OT reported. Crew noted *Seafarers LOGs* received. Steward delegate asked crewmembers to help keep crew lounge clean. Crew gave vote of thanks to galley gang for great food. Chairman said ship will remain in Panama City until January 1994.

STONEWALL JACKSON (Waterman Steamship), October 31—Chairman **C. Lineberry**, Secretary **T. Hanson**, Educational Director **F. C. Quebedeaux**, Deck Delegate **J. Mall**, Engine Delegate **Marcos Hill**. Chairman announced payoff in Newport News, Va. Secretary gave vote of thanks to deck department for courtesy wake up calls and electrician for maintenance assistance. No beefs or disputed OT reported. Crew said *Seafarers LOGs* received. Crew requested new head cleaner for VCR and new movies. Crew listed toaster in crew mess as needing replacement. Crew thanked steward department for good food and keeping areas clean.

USNS SILAS BENT (Bay Ship Management), October 18—Chairman **Robert Vazquez**, Secretary **B. Henderson**, Educational Director **R. Larson**, Deck Delegate **Andre Bernard**, Engine Delegate **Richard Larsen**, Steward Delegate **Kelth Nixon**. Chairman discussed new contract with crewmembers. Secretary noted rooms and refrigerators are clean and in good order. Educational director urged members to upgrade at Piney Point. No beefs or disputed OT reported. Chairman said ship passed last quality assurance inspection and announced next inspection will be in Singapore. Crew discussed Halloween and holiday party at Seamen's Club in Singapore. Chairman said video library needs volunteer to be responsible for checking out movies. He also reminded crew to keep exercise room clean and equipment wiped down. Bosun asked crewmembers to turn in photos and stories to him to submit to *Seafarers LOG*. Next port: Dubai.

Cajun Cooking at Sea



Daniel Maxie, chief cook aboard the *USNS Silas Bent*, demonstrates his culinary expertise during a recent cookout in the Persian Gulf. An SIU member since 1987, Maxie started sailing aboard the *Mississippi Queen* where he refined his Louisiana-style cooking.

Lundeberg School Graduating Classes



Trainee Lifeboat Class 517—Graduating from trainee lifeboat class 517 are (from left, kneeling) Eric Campbell, Carlacia Jones, Jesse Cintron, Decoma Scripture, Robert Cardinal, Daniel Cordova, (second row) Jake Karaczynski (instructor), Ragan Deon Overton, Gary E. Mizell Jr., Charlfred Autrey, Lauri Harris, Cornell Whistenhunt, James Kidd Jr., Luis Molina, Dylan Taylor, (third row) Charles Hill, Michael Tornay, Mark Gross, Matthew Knudsen, Harry Gearhart and Jorge Rolon.



Radar—Renewing their radar endorsements on November 3 are (from left, kneeling) Tom Orzechoski, Mark Blom, Jack Smith, (second row) Jake Karaczynski (instructor), Romeo Lugtu, Ed Bethel Sr., John Mullen and Tom Keely III.



Fireman, Oiler, Watertender—Working their way up the engine department ratings are (from left, kneeling) John Schafer, Terrow Franks, Arthur Outlaw, Daniel Woods, Victor Serrano, Robert Nelson, John Schneider, Stanley Castro, Eddie Len, (second row) J. Gonzie Knott, Donald Lumpkins, Ryan Reedy, George Gill III, Robert Auletto, David Heavey, Joel Spell Jr., Patrick Scott, Charles Windesheim, (third row) Thaddeus Pisarek, Peter Lucchesi, Milton Israel II, Hardin Chancey Jr., Anthony Niekrasz, Kyle Roland, Charles Hynes, Steven Cookson, Brandon Purcell, Patrick Levens and John Wiegman (instructor).



Basic Marine Electronics—The September 23 graduates of the basic marine electronics course are (from left, seated) Gregory Shepard, Tony Mohammed, (second row) Robert Flesey, George Wallis, Michael Hill and Russ Levin (instructor).



Able Bodied Seaman—Graduating on October 7 from a special AB course are (from left, first row) George Davis, Michael Morrissey, Frank Glover, (second row) Lonnie Merrell, Jeffrey Swain, Jim Brown (instructor) and Rodney Bennett.



Radar—Concluding course work for their radar endorsements on October 26 are (from left, kneeling) Daniel Vich, Douglas Jones, Susan Corliss, Bruce Perry, Daniel Hughes, (standing) John McGonagle, John O'Connell, Robert Corbett, Jason Myers, Samuel Johnson, Darrell Peterson and Jake Karaczynski (instructor).



Container Crane Maintenance—Completing the course of instruction leading to recertification in container crane maintenance are (from left, first row) Stanley Vane, Abraham Alfaro, Henry Campbell, Jose Molina, (second row) Eric Malzkuhn (instructor), Michael Peck, Paul Hanley and Miguel Rivera.



Upgraders Lifeboat—Upgrading graduates of the October 20 lifeboat class are (from left, kneeling) Scott Sevret, Claiborn Johnson, Tyrell Green, Jimmie Robles, Jürgen Gottschlich, Robert Closson, (second row) John E. Bull, Monte Pryor, Tom Diviny Jr., Reba DeMent, Stanley Golden, Chris Boronski and Jake Karaczynski (instructor).

LUNDEBERG SCHOOL 1994 UPGRADING COURSE SCHEDULE

The following is the course schedule for classes beginning between February and June 1994 at the Seafarers Harry Lundberg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve job skills of Seafarers and to promote the American maritime industry.

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

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	May 20	July 1
<i>All students must take the Oil Spill Prevention and Containment class.</i>		
Bridge Management (Shiphandling)	March 11 May 6	March 25 May 20
Radar Certification	February 11 March 4 April 29 May 20 June 17	February 18 March 11 May 6 May 27 June 24
Celestial Navigation	March 25	May 6
Third Mate	April 19	August 12
Limited License, Part 1	April 11 June 20	April 22 July 1
Limited License, Part 2	April 25	May 6
Limited License, Part 3	February 14 May 9	February 25 May 20

Safety Specialty Courses

Course	Check-In Date	Completion Date
Oil Spill Prevention and Containment	February 11 March 11 June 17	February 18 March 18 June 24
Lifeboatman	February 25 March 25 April 22 May 6 May 20 June 17	March 11 April 8 May 6 May 20 June 3 July 1
Basic/Advanced Fire Fighting	March 11 May 6	March 25 May 20
Sealift Operations & Maintenance	February 21 March 21 May 9	March 18 April 15 June 3

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	March 28	May 2
Steward Recertification	January 31	March 7

Steward Upgrading Courses

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

Engine Upgrading Courses

Course	Check-In Date	Completion Date
<i>All students must take the Oil Spill Prevention and Containment class.</i>		
Fireman/Watertender and Oiler	May 9	June 17
Diesel Engine Technology	February 21 June 27	March 18 July 22
Refrigeration Maint. & Operations	March 21	April 29
Welding	March 28	April 22
Pumproom Maint. & Operations	May 2	June 10
Hydraulics	June 20	July 15
Marine Electrical Maintenance	February 28	April 22
Refrig. Containers-Advanced	May 2	June 10
Marine Electronics Technician II	February 28	March 25

1994 Adult Education Schedule

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

Course	Check-In Date	Completion Date
GED Preparation	12 weeks - open-ended admission	
Adult Basic Education (ABE)	6 weeks - open-ended admission	
English as a Second Language (ESL)	6 weeks - open-ended admission	
Developmental Studies	March 7 March 14 March 21	March 11 March 18 March 25

UPGRADING APPLICATION

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

Deep Sea Member Lakes Member Inland Waters Member Pacific

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, which program: from _____ to _____

Last grade of school completed _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

Have you taken any SHLSS Sealift Operations courses? Yes No

If yes, how many weeks have you completed? _____

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

Yes No Firefighting: Yes No CPR: Yes No

Date available for training _____

Primary language spoken _____

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

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

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

<input type="checkbox"/> DECK <input type="checkbox"/> AB/Sealift <input type="checkbox"/> 1st Class Pilot <input type="checkbox"/> Third Mate <input type="checkbox"/> Radar Observer Unlimited <input type="checkbox"/> Master Inspected Towing Vessel <input type="checkbox"/> Towboat Operator Inland <input type="checkbox"/> Celestial Navigation <input type="checkbox"/> Simulator Course	<input type="checkbox"/> ENGINE <input type="checkbox"/> FOWT <input type="checkbox"/> QMED—Any Rating <input type="checkbox"/> Variable Speed DC Drive Systems (Marine Electronics)	<input type="checkbox"/> Marine Electrical Maintenance <input type="checkbox"/> Pumproom Maintenance & Operation <input type="checkbox"/> Refrigeration Systems Maintenance & Operation <input type="checkbox"/> Diesel Engine Technology <input type="checkbox"/> Assistant Engineer/Chief Engineer Motor Vessel <input type="checkbox"/> Original 3rd Engineer Steam or Motor <input type="checkbox"/> Refrigerated Containers Advanced Maintenance <input type="checkbox"/> Electro-Hydraulic Systems <input type="checkbox"/> Automation <input type="checkbox"/> Hydraulics <input type="checkbox"/> Marine Electronics Technician	<input type="checkbox"/> STEWARD <input type="checkbox"/> Assistant Cook Utility <input type="checkbox"/> Cook and Baker <input type="checkbox"/> Chief Cook <input type="checkbox"/> Chief Steward <input type="checkbox"/> Towboat Inland Cook	ALL DEPARTMENTS <input type="checkbox"/> Welding <input type="checkbox"/> Lifeboatman (must be taken with another course) <input type="checkbox"/> Oil Spill Prevention & Containment <input type="checkbox"/> Basic/Advanced Fire Fighting <input type="checkbox"/> Sealift	ADULT EDUCATION DEPARTMENT <input type="checkbox"/> Adult Basic Education (ABE) <input type="checkbox"/> High School Equivalency Program (GED) <input type="checkbox"/> Developmental Studies (DVS) <input type="checkbox"/> English as a Second Language (ESL) <input type="checkbox"/> ABE/ESL Lifeboat Preparation	COLLEGE PROGRAM <input type="checkbox"/> Associate in Arts Degree
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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: Lundberg Upgrading Center, P.O. Box 75, Piney Point, MD 20674. 1/94

SEAFARERS LOG



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Seafarers Share Thanksgiving With Family and Friends



Enjoying a festive Thanksgiving dinner at the San Francisco hall are SIU steward department member Phillip Lau and his daughter and wife.



Retired SIU Vice President Ed Turner and his wife, Betty, enjoy gathering with SIU members for the holiday.



SIU members Manny Delossantos and Alex Bermudez relax with a soda after their turkey dinners.

Hundreds of Seafarers and their families gathered in the San Francisco union hall on Tuesday, November 23 to enjoy good food and fellowship at the annual Thanksgiving luncheon.

The event took several weeks to set up. Steward department members and pensioners worked together under the direction of Chief Cooks **Burt Richardson** and **Roland Francisco** to make sure everything was just right for the holiday festivities.

Galley gang members began preparing the meal on Monday. They returned to the hall early the next morning to finish cooking and to prepare the facility for the members and their families who would be attending.

The menu consisted of the traditional turkey with stuffing, mashed potatoes and gravy, cranberry sauce and vegetables. For dessert, the steward department crew prepared apple and pumpkin pies. All reported there was plenty of good food for everyone.

The meal was served buffet-style with serving tables set up on one side; the rest of the hall was filled with tables and chairs for the guests.

San Francisco Port Agent **Nick Celona** reported everyone seemed to enjoy themselves. "It was a very festive day with an emotional air to it. We all gathered together to give thanks for all the good things the union has done for us and enjoyed a wonderful dinner prepared

by our own union people," the port agent noted.

Celona stated his appreciation for the food donated by SIU-contracted companies such as Matson Lines, Sea-Land and American President Lines.

The dinner fed 383 people, which is the most to attend the San Francisco Thanksgiving feast. (The hall began hosting the annual affair in 1990.)

Joining the Seafarers for the festivities were representatives from other San Francisco labor unions, including the Sailor's Union of the Pacific, Marine Firemen's Union, United Food and Commercial Workers and the Masters Mates and Pilots—as well as officials from local contracted shipping companies.



SIU member Dolly Talaga says her favorite part of the dinner is visiting old union friends.



Preparing to return home after an enjoyable day is SIU member Eugenia White.



Almerian Paminiano (left) was a winner of the SIU scholarship in 1987. She enjoys the holiday meal with her parents, QMED Julio and Apolonia Paminiano.



SIU clinic workers also join Seafarers in their Thanksgiving celebration. They are, from left, Nancy Pridmore, Sandy Springman, SIU member Frank McCreary and clinic worker Susana Israel.

Help Locate This Missing Child

The National Center for Missing and Exploited Children has asked the Seafarers International Union to assist them in locating Justin Reid Carr.

Missing from Garland, Texas since November 1989, when he was three years old,

Justin Reid Carr was abducted by his non-custodial mother, Nancy Darlene Carr (alias Nancy McClard). A felony warrant has been issued in her name for interference with child custody.

At the time of his abduction, the blonde-haired, blue-eyed boy was 3 feet tall and weighed 25 pounds.

Now six years old, Justin Reid Carr has a scar on his right shoulder and has no navel.

Anyone having information on the whereabouts of Justin Reid Carr should contact the National Center for Missing and Exploited Children at (800) 843-5678 or the Missing Persons Unit of the Dallas County (Texas) District Attorney's Office at (214) 653-3600.



Justin Reid Carr



Galley gang members worked for two days preparing the holiday feast. They are, from left, MC&S pensioner A. Portas, retired Chief Cook Roland Francisco, Jose Manandic, retiree Eddy Kasa, Kwan Joi-Siu and Chief Cooks John Basquez and Burt Richardson.