

House Panel, DOT Present U.S. Ship Bill

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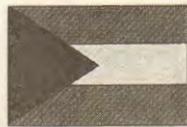
By these Trademarks Shall ye know them!



VANUATU



MALTA



BAHAMAS



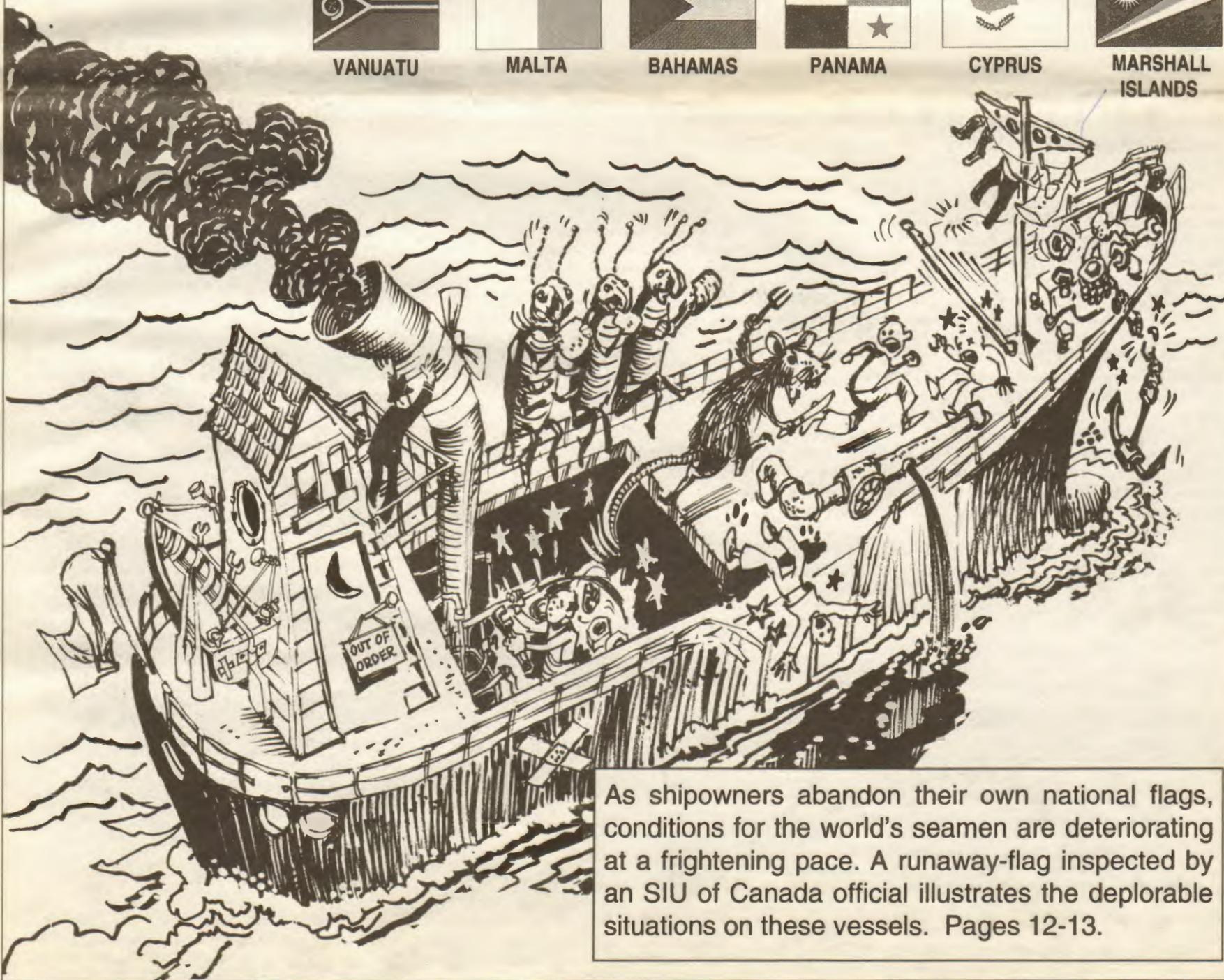
PANAMA



CYPRUS



MARSHALL ISLANDS



As shipowners abandon their own national flags, conditions for the world's seamen are deteriorating at a frightening pace. A runaway-flag inspected by an SIU of Canada official illustrates the deplorable situations on these vessels. Pages 12-13.

President's Report

Time to Lift the Ban

Last month, Congress began action that would end the restrictions on exporting Alaskan North Slope oil. The Senate Energy and Natural Resources Committee overwhelmingly approved S. 395 and sent the bill to the whole Senate for its consideration.



Michael Sacco

The SIU applauds this effort and urges the rest of Congress to follow the committee's example.

In allowing the export of Alaskan oil, S. 395 stipulates that it will be carried to overseas ports on U.S.-flag vessels with American crews. This means business for the independent U.S.-flag tanker fleet and jobs for Seafarers.

Production of North Slope oil has been cut back because of an oil glut in the Pacific Coast marketplace. With the reduced production, there has not been as much oil for tankers to transport to refineries in California, Oregon and Washington.

Congress prohibited export of the petroleum when, in 1973, it approved the construction and operation of the pipeline to move oil from Alaska's northern regions to port facilities in Valdez.

The SIU supported such a restriction at that time because the United States was heavily dependent on importing foreign oil and was caught in the grip of the first Arab oil embargo. The embargo was generated by a cartel of mainly Middle Eastern nations who controlled the output and price of oil worldwide during the 1970s and 1980s.

The oil pumped out of Alaska was carried on U.S.-flag tankers to refineries along the West Coast as well as to some on the Gulf Coast.

Because of the embargo and other crises that followed, Americans learned to become more energy conscious. Cars are smaller and get better fuel mileage. Lights burn just as brightly, but use less wattage. Homes, offices and other buildings are better insulated to stay warmer in winter and cooler in summer with less energy expended. These factors and many more have helped make America more energy independent than it was in 1973.

But times have changed. The cartel no longer exists. And Americans are using less energy than they had been expected to if efficiency measures had not gone into place.

The SIU, along with several other maritime unions, announced last year it had changed its position and would allow the export of Alaskan oil as long as it was carried aboard U.S.-flag tankers. Such legislation was introduced in Congress.

During the 1990s, many tankers have gone into layup because less crude oil has been pumped out of Alaska. Some of the ships have been sold for scrap. This situation has placed the United States in a dangerous position with regard to national security because the independent tanker fleet, and its crews of American mariners, would not be available in times of national emergency or war.

During Operation Desert Storm/Desert Shield, for example, some of the supplies for American troops had to be delivered by foreign-flag vessels because the United States simply did not have enough merchant ships. And, in several instances, the foreign crews refused to enter the war zone, thus delaying needed materiel for several days until it could be transferred to an American vessel which ultimately delivered the goods.

S. 395 will get our independent tanker fleet operating again. Exporting Alaskan North Slope oil will open new markets and allow more oil to be pumped. With more crude oil flowing down the pipeline, more tankers will be needed to carry the petroleum. The need for more tankers means those in the yards can start sailing again with American seafarers at the helm, in the engine room and in the galley.

The Department of Energy has given its blessing to exporting Alaskan oil. In a report released last year, the agency said lifting the ban would produce thousands of American jobs in maritime, oil and other related industries. It also would help lower the nation's deficit.

The SIU will continue to push Congress to implement S. 395. The time has come to lift the ban on the export of Alaskan oil as long as the cargo is transported aboard U.S.-flag tankers.

Study Finds U.S. Gov't Ship Programs Return More Dollars Than They Take

An 18-month study on the economic impact of cargo preference and operating differential subsidy programs for the U.S.-flag merchant marine reveals that for every dollar given in support of the fleet, \$1.15 is returned to the government.

Released March 10, the study entitled "Economic Analysis of Federal Support for the Private Merchant Marine" reports the contribution of the merchant marine to the U.S. economy in 1992 included approximately 107,000 jobs that are directly or indirectly tied to the fleet, as much as \$4.5 billion in individual incomes, \$738 million in federal personal and business income taxes, and \$3.8 billion in foreign exchange.

Nathan Associates, which conducted the study on behalf of the American Maritime Congress, a research organization representing U.S.-flag ship operators, reviewed the impact that cargo preference and the operating differential subsidy have on the merchant fleet as well as the nation's economy. The Washington, D.C.-based economic and management consulting firm found both programs return more money to the U.S. treasury than they take.

Limited to Foreign Trade

The research firm reviewed facts and figures supplied by the U.S. government and individual U.S.-flag operating companies for the period 1988 to 1992, the last year that complete data were available. Under the title of U.S.-flag merchant fleet, the study included privately owned, commercial vessels involved in U.S. foreign trade, intermodal ships sailing in foreign-to-foreign trade and Military Sealift Command (MSC) chartered vessels.

The study did not include any vessels involved in Jones Act trade or any government-owned ships. (The Jones Act, enacted in 1920, calls for cargo transported between two domestic ports to be carried by U.S.-flag and U.S.-owned ships and crewed by American mariners.) Also left out were the operators of tankers, such as the SIU-crewed ETC fleet of LNG tankers between Indonesia and Japan, whose vessels do not handle preference cargo.

The study was being provided to members of Congress, the Clinton administration and U.S.-

flag shipping operators.

Nathan Associates came to the conclusion that the U.S.-flag "merchant marine would have ceased to exist without cargo preference. If forced to compete against foreign-flag vessels for U.S. government-impelled cargoes that are now set aside for the merchant marine, operators of U.S. government-impelled cargoes would not be cost competitive."

The study notes the higher capital cost of building and maintaining U.S.-flag vessels as the major reason for such a statement. It goes on to say that crew costs aboard foreign-flag vessels average about 30 percent of what U.S.-flag operators have to pay.

"Higher crew costs on U.S.-flag vessels reflect payroll taxes, pension contributions, health insurance benefits and other non-wage benefits that are important parts of compensation paid by [U.S.-flag] merchant marine operators.

"These benefits are often either not provided to crews on foreign-flag vessels or are funded out of the general tax revenues of the country of the foreign-flag operator. The additional cost burden borne by the [U.S.-flag] merchant marine is due to strict U.S. environmental, safety and labor regulations," Nathan Associates reported.

Program Pays for Itself

The study noted that without cargo preference laws, which require set percentages of Department of Defense (DoD) and Department of Agriculture cargoes be carried on U.S.-flag vessels, all such goods would have been carried aboard foreign-flag ships in 1992. This would have had the ripple effect of U.S. mariners losing their jobs, U.S. tax revenues being decreased, U.S. shipping revenues going down and U.S.-produced goods and services for merchant ships being substituted with foreign-produced products.

The study stated that cargo preference legislation had an economic impact on the United States during 1992 of 40,000 jobs, \$2.2 billion in household income, \$1.2 billion in foreign exchange and \$354 million in federal tax revenues, which represents \$1.26 being returned to the government for every dollar it spent on the program.

As part of its review of the effect that cargo preference laws

have on the fleet and economy, Nathan Associates looked into the methods used by the DoD to determine how much it spends on the program.

The research organization found discrepancies in the way DoD calculated costs. Among these were the inclusion of costs associated with Jones Act trade as well as overhead for MSC.

In trying to come up with the cost of cargo preference to DoD, the department compared rate costs for foreign shipments of products not even transported for military use—such as logs and lumber. Also, DoD did not accurately reflect the percentage of cargo carried to determine the cost. According to Nathan Associates, these acts drove up by millions of dollars the estimated cargo preference cost to the military.

Finally, the cargo preference review quotes the vice commander of the MSC, Wallace T. Sansone, at a 1993 hearing before the House Merchant Marine Subcommittee as saying that, because of a 1904 law, DoD cannot be charged more for shipments than any private entity would be charged for shipping similar items.

Aids Competitiveness

With regard to operating differential subsidies (ODS), the Nathan Associates study found that in 1992 this program provided for 31,000 jobs, \$1.6 billion in household income, \$900 million in foreign exchange and \$268 million in federal tax revenues—or \$1.24 returned for every dollar provided by the government.

The study noted, "Without ODS payments to offset the higher cost of U.S. crews, the [U.S.-flag] merchant marine would have been less competitive."

It added that U.S.-flag operators could recapture the ODS costs by reflagging their ships and using foreign crews.

"Once reflagged, however, their vessels could not participate in cargo preference. Liner operators would have to weigh the loss of ODS against the combined loss of ODS and cargo preference. Without one or the other program, they might not survive as part of the [U.S.-flag] merchant marine. Without both, they might not survive as part of the fleet of U.S.-owned, foreign-flag vessels," the study concluded.

Caribbean Responder Crew Drills for Swiftess



Being able to quickly and efficiently respond to an oil spill is the job of the crew of the *Caribbean Responder*. To ensure proper training, the vessel holds mock oil spill drills once a week. Following one such drill, crewmembers return to port in San Juan, P.R. They are (from left) AB/Tankerman Walter Radcliffe, OMU John Perez, 2nd Mate Paul Schwartz, Chief Mate Robert Johnson and AB Chris Wood.

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Representative Herbert H. Bateman (R-Va.), chairman of the House Merchant Marine Oversight Panel, pledged that his congressional panel will move quickly on a bill that advances the security of a U.S.-flag liner fleet. Similar sentiments were voiced by panel members Gene Taylor (D-Miss.), second from right, and Neil Abercrombie (D-Hawaii), right.

Senate Committee Approves Lifting Alaska Oil Export Ban

The full Senate is expected to act soon on legislation that would allow the exportation of Alaskan North Slope oil aboard U.S.-flag tankers following passage of the bill by the Senate Energy and Natural Resources Committee on March 15.

During a March 1 hearing on the measure, SIU President Michael Sacco testified that lifting the ban would help the U.S.-flag independent tanker fleet and provide more jobs for American seafarers.

By a 14-4 vote in a bipartisan show of support, the Alaska Power Administration Sale Act (S.395) was marked up and made ready for action by the Senate. No date for a floor debate has been set by the clerk of the Senate.

However, the chairman of the House Resources Committee, Representative Don Young (R-Alaska), has said his body is willing to consider the Senate legislation rather than take up a similar bill (H.R. 70) offered by Representative Bill Thomas (R-Calif.).

S. 395, sponsored by Senator Frank Murkowski (R-Alaska), chairman of the Energy and Natural Resources Committee, would end the 22-year ban to sell

Alaskan North Slope oil to foreign countries. Congress approved the ban following the Arab oil embargo of 1973.

No Trade Violations

The vote took place after Senator J. Bennett Johnston (D-La.), the ranking minority party member on the committee, received a letter from U.S. Trade Representative Mickey Kantor that S. 395 as written did not present any legal problems with recent international



Sen. Murkowski

agreements on shipbuilding and world trade.

During a March 1 hearing on the bill, Johnston had requested a clarification from the Clinton administration on whether the bill violated the Organization of Economic Cooperation and Development (OECD) shipbuilding agreement as well as the General Agreement on Tariffs and Trade (GATT).

With regard to GATT, Kantor

wrote Johnston, "I can state categorically that S. 395, as currently drafted, does not present a legal problem."



Sen. Johnston

(Created in 1948, GATT is the world trade accord designed to end discriminatory trade practices and reduce trade barriers. In the latest round of negotiations, which ended in 1993, the pact was updated to include a variety of services, but maritime was excluded. The agreement is enforced by the World Trade Organization, created during the last round of talks.)

Kantor's letter, dated March 9, then stated that it is his office's belief the bill does not violate the nation's obligations under the OECD pact.

To become law, the bill must pass the Senate and the House of Representatives. The measure then must be signed by President Clinton, whose Department of Energy secretary supports the legislation.

Ship Bill Hits House Panel

DOT Introduces New Program

Actions taken last month by government and congressional officials have prepared a 10-year, \$1 billion maritime revitalization program for consideration by a House of Representatives panel this month.

After administration officials crafted a new bill calling for annual funding for approximately 50 U.S.-flag containerships, Transportation Secretary Federico Peña released the details of the legislation on March 10. Then, Maritime Administrator Albert Herberger answered questions about the program during a March 28 hearing on the Maritime Administration (MarAd) budget held by the House Merchant Marine Oversight Panel.

Finally, U.S. Representative Herbert H. Bateman (R-Va.), chairman of the panel, stated during the hearing that his group will begin the process of considering the maritime revitalization legislation with a formal hearing on April 6.

Bateman, whose district includes the SIU hall in Norfolk, Va. and the Newport News-area shipyards, is a longtime supporter of the U.S.-flag merchant fleet. As he opened the hearing on MarAd's budget authorization package, the chairman said he wants to see passage of a maritime revitalization bill this year.

Included in Budget

In releasing during February its budget for operating the federal government during Fiscal Year 1996, the Clinton administration included an annual \$100 million appropriation in the Department of Transportation (DOT) account for maritime revitalization.

As he outlined the bill, Secretary Peña said it is similar to

one considered by Congress in the last session in that the new program is to run 10 years and provide funding for approximately 50 U.S.-flag liner vessels. It calls for the vessels enrolled in the program to be less than 15 years old, or less than five if foreign-built, and to be made available to the Department of Defense during times of national emergency or war.

The legislation would provide \$2.5 million for up to 40 ships during each of the first three years. It then would authorize \$2 million for up to 50 vessels each of the remaining seven years.

Funding Source Different

The difference between what was submitted in 1993 and what is being proposed this year is the means through which the act would be funded. As proposed by Secretary Peña last month, maritime revitalization would receive its money from an annual direct appropriation in the Transportation Department budget.

In the bill, passed with overwhelming bipartisan support by the House last year but killed by farm-state senators through a parliamentary maneuver, funding was raised through increases in tonnage fees paid by vessels entering U.S. ports.

In offering the legislation, Peña stated, "The American merchant marine provides vital and cost-effective national security sealift and ensures a competitive presence in our vast commercial trade."

Critical to Security

During the March 28 meeting of the House Merchant Marine

Continued on page 10

SIU Fights Sea-Land's Reflagging Maneuver

The SIU has launched an aggressive counterattack to the recent move by Sea-Land Services, Inc. to transfer five U.S.-flag ships to foreign registry.

In order to combat the reflagging of the Sea-Land ships *Freedom*, *Mariner*, *Pride*, *Value* and *Motivator* from the U.S.-flag to that of the Marshall Islands, the SIU:

- Has filed a strongly worded protest with the Maritime Administration (MarAd) regarding its approval of Sea-Land's reflagging request, and asked MarAd to conduct public hearings so that evidence on the impact of reflagging may be gathered and assessed;
- Is investigating possible counteractions which may be taken through the International Transport Workers Federation (ITF), whose members include most of the world's seafaring and longshoremen's unions; and
- Is continuing to work closely and vigorously with legislators to ensure that Congress enacts a program as soon as possible to bolster U.S. shipping (and thereby keep vessels such as those of Sea-Land

under the American flag).

Additionally, as the *Seafarers LOG* went to press, the union was negotiating with Sea-Land about the effects of the flag-transfers on SIU members.

In order to keep Seafarers informed of these and other actions, SIU President Michael Sacco last month sent a communication to members on all SIU-crewed ships and to the union halls detailing the situation.

Moreover, he and SIU Executive Vice President Joseph Sacco in early March met with SIU crews aboard the *Sea-Land Shining Star* and the *Sea-Land Performance* in Elizabeth, N.J. to discuss the union's strategies to thwart the company's reflagging moves.

2nd Reflagging Request

On February 14, MarAd approved the removal of the five Sea-Land ships from U.S. registry.

Sea-Land, a subsidiary of the Richmond, Va.-based CSX Corp., originally petitioned MarAd in June 1993 for approval to transfer 13 of its U.S.-flag con-

tainerships to foreign flags. But MarAd delayed its response because Congress was considering maritime revitalization legislation that year and in '94.

Then, last November, the company submitted a new peti-

tion to MarAd requesting permission to reflag five of its ships (three SL-31 class vessels and two D9Js).

MarAd approved the petition on February 14; Sea-Land then quickly began the reflagging

operations, which are scheduled to be completed by April 12.

In its protest to MarAd, the SIU charged that permitting the reflagging is damaging to the na-

Continued on page 10



Meeting with Seafarers aboard the *Sea-Land Shining Star* on March 4 in Elizabeth, N.J. to discuss the union's actions regarding Sea-Land's reflagging of five ships are SIU President Michael Sacco (standing fifth from right) and SIU Executive VP Joseph Sacco (second from right). Crewmembers who took part in the discussions include (from left, kneeling) AB Tom Harding, Chief Cook Gary Lackey, AB P. Hare, EU Sammy Perez (standing, fourth from right), Bosun Eddy Stwaeward (far right) and others.

Maritime Briefs

Matson Starts Program To Reduce Sea Pollution

Seafarers-contracted Matson Navigation Co. recently began a program designed to halt the dumping of any solid wastes at sea by its vessels which sail between the West Coast and Hawaii.

Known as Zero Solid Waste Discharge, the voluntary program has proven extremely successful, said Captain Lynn Korwatch, general manager of marine operations for Matson. "We carry all of our garbage for a two-week trip and then use an incinerator in Oahu to incinerate," she added. "We felt we had an obligation to make our environment as clean as possible. But the main thing is, this couldn't work without the participation of the crew. They're the ones who have made it successful."

Korwatch noted that the Washington-based Center for Marine Conservation last year approached Matson to start a pilot program on one vessel. Since then, plans have been modified and extended throughout Matson's fleet. Only food scraps now are thrown overboard from the ships.

International law already prohibits vessels from dumping plastics into any waters.



Report: Weak Door Lock Led to Estonia's Sinking

A weak lock on the door to the *Estonia's* vehicle deck was one of the primary reasons the ferry sank last September in the Baltic Sea, according to investigators.

The Associated Press last month reported that the joint investigation team of representatives from the governments of Sweden, Estonia and Finland have concluded one of the vessel's locks was not strong enough to hold against the 55-mph winds and 18-foot waves which led to the ferry's sinking and the loss of more than 800 lives.

The Associated Press report was based on accounts in a Swedish newspaper which had obtained a leaked copy of the investigators' report.

The Swedish publication (*Dagens Nyheter*) indicated the report alleges that in 1979 the German builder of the *Estonia* did not have accurate blueprints for the lock. The newspaper quoted the report as saying that the shipyard, Meyer-Weft, inaccurately calculated the level of strength needed for the door lock.

But the report also states the main responsibility for the sinking lies with the Finnish maritime agency which first inspected and approved the *Estonia's* safety conditions.



New Reg Would Allow CG To Check Driving Records

The U.S. Coast Guard has proposed a rule implementing provisions of the Oil Pollution Act of 1990 (OPA '90) that would permit the agency to check information from the National Driver Register on an applicant prior to issuing or renewing a merchant mariner's document (also known as a z-card), license or certificate of registry.

In explaining the rationale for such a regulation, the Coast Guard indicated that, although a person's motor vehicle record is not directly related to one's maritime career, a record of alcohol- or drug-related or other offenses cited in specific sections of the National Driver Register Act of 1982 (for example, reckless driving or traffic violations arising in connection with a fatal traffic accident) indicates that the individual may have a disregard for his or her own safety or the safety of others, and therefore may not be suitable for maritime employment. This information may be used as a basis for denying, suspending or revoking one's document, license or certificate of registry.

The proposed rule also would permit a criminal record check of anyone applying for renewal of a z-card or an endorsement of a z-card with a new expiration date. A conviction of a violent criminal offense would be grounds for denying one's application.

A Holiday, No Matter the Place



Gathered 'round the Christmas tree aboard the *Sea-Land Producer* (photo below) are (from left, seated) SA Mohammed Omar, AB Don Morrison, Bosun Jack Edwards, Chief Steward Cassie Tourere, (standing) AB Terry McKee, AB Chris Taylor, Electrician Jim Smitko, Chief Cook Paula Kaleikini and BR Fidel Yamas. At left, other crewmembers join in the holiday festivities, which took place during the vessel's 28-day run from Long Beach, Calif. to Japan and back. They are OMU Ron Giannini, DEU Louie Diaz and AB Mohamed S. Ahmed.



Senate Whip Looks for Ways To Retain Cargo Preference

Efforts are under way on Capitol Hill to craft legislation that would leave in place the nation's cargo preference laws as Congress looks for ways to reduce the federal budget.

U.S. Senator Trent Lott (R-Miss.), chairman of the Senate Surface Transportation and Merchant Marine Subcommittee, has stated in recent newspaper stories that he is working with fellow senators from agricultural states to revise the program so it would appeal to them as well as help the U.S.-flag merchant fleet.

Lott, who also holds the second highest position in the Senate as its majority whip, originally announced his efforts to the executive board of the AFL-CIO Maritime Trades Department during its meeting in February.

At that time, the senator said he was aware of efforts in the body to kill cargo preference legislation, which requires that 100 percent of U.S. military cargoes, 75 percent of donated food aid and 50 percent of other U.S. government-generated cargoes be carried aboard U.S.-flag ships. He pledged to form a bipartisan coalition in the Senate to pass such bills.

At the meeting, Lott said if maritime and agricultural interests work together, "we can carry their grain on our ships, built in America and crewed by Americans."

Expected in Farm Bill

Cargo preference legislation is expected to be included in the debate in both the Senate and the House of Representatives to implement a new farm bill.

Every five years, Congress reviews and revises the nation's agricultural policy. When this was last done in 1990, an effort to repeal cargo preference legislation was beaten back in both chambers.

However, the new Republican majorities in the House and Senate have said they are looking at ways to cut the budget in order to reduce the nation's deficits. Senator Richard Lugar (R-Ind.), chairman of the Senate Agriculture Committee, has stated he is committed to reducing farm subsidies by \$15 billion over the next five years.

Looking for Cutbacks

Also being mentioned as a place for cutbacks is the P.L. 480 program. Enacted in 1954 as the Agricultural Trade Development and Assistance Act, the bill is made up of three parts.

Title I provides grants to lesser developed nations so they can buy American-grown or produced goods. Under Title II, U.S. commodities are donated to developing countries and distributed through private relief groups. The final part, Title III, offers funds to promote advances in agricultural systems to underdeveloped countries.

The movement of food aid under P.L. 480 is covered by cargo preference legislation.

An alliance of maritime organizations (including the SIU), volunteer relief agencies and agricultural interests is working together to urge Congress to keep funding programs like P.L. 480.

FMC, Shipping Act of '84 Continue Gaining Support

The Federal Maritime Commission (FMC) and the Shipping Act of 1984 last month received bipartisan shows of support from two key lawmakers.

Rep. Bud Shuster (R-Pa.), chairman of the House Transportation and Infrastructure Committee, said that recommended changes to the Shipping Act, as well as legislation to deregulate ocean shipping and eliminate the FMC, will be thoroughly examined by the committee before it takes any action. Speaking at the annual meeting of the American Association of Port Authorities (AAPA), Shuster said his committee intends to retain the main functions of the FMC and that it will not "rush to reform."

Meanwhile, Rep. James Traficant (D-Ohio), ranking Democrat on the House Subcommittee on Coast Guard and Maritime Transportation, recommended that the FMC and the Shipping Act should be modified, but not eliminated.

"The functions of the FMC need to be maintained, particularly with regard to protecting our ocean carrier industry and shippers against unfair and anticompetitive trade practices of foreign governments and carriers," Traficant said in a prepared statement included in the Congressional Record.

Via an exemption to U.S. antitrust laws, the Shipping Act of '84 allows international shipping lines to jointly set transportation rates, as long as the rate-setting does not cause service cutbacks or unreasonably high costs. This practice helps ensure that everyone has access to the same rate information and was established to protect the interests of U.S. consumers, shippers and shipping operations.

The FMC is an independent agency which was established in 1961. Its functions include enforcing provisions of the Shipping Act of '84 that call for fair rates and a nondiscriminatory regulatory process for the common carriage of goods by water in the foreign commerce of the U.S.; fighting any other discrimination or prejudice in U.S. trade; and licensing ocean freight forwarders.

Both the commission and the shipping law—which originated in 1916 and was amended in 1961 and 1984—face restructuring or possible elimination this year because of federal budget cuts. And with the atmosphere on Capitol Hill ripe for cutbacks, some shippers have stepped up their call for deregulation of ocean cargo transportation.

Backers of the FMC and Shipping Act—including the SIU and many other U.S. maritime unions, lawmakers on both sides of the aisle and U.S.-flag carriers—warn that elimination of the FMC and repeal of the legislation would dangerously drive up rates, cost thousands of maritime-related U.S. jobs and devastate America's sealift capability.

Deadline Set

Shuster has instructed carriers and shippers to reach a compromise by late April on altering the commission and the Shipping Act. (The committee postponed all votes on transportation bills until after the April recess.)

FMC Chairman William Hathaway, also speaking at the meeting of the AAPA, said he believes carriers and shippers will reach an agreement this month.

In any case, Shuster's recognition of the importance of the FMC's functions represented a change from earlier views expressed by the committee. Shuster acknowledged that many committee members initially sought a "clean and simple" elimination of the commission, but then "we had the minor problem of getting educated" about the FMC's various important functions.

Traficant, on the other hand, has steadily insisted that the "missions of the FMC are absolutely crucial to our trade and global competitive interests." But, he added, "Given the public's general call for smaller and more efficient government, the commission should take steps to downsize and rightsize its operations, just as we expect all government agencies and departments to do."

PR Shipping Line Has New Owner

Navieras de Puerto Rico, once owned by the Puerto Rican government, is under private management as of March 3. Now called Navieras NPR Inc., the liner company will continue to operate the *Humacao*, *Nuevo San Juan*, *Carolina*, *Guayama* and *Mayaguez*.

The owner of Navieras is a newly formed company, NPR Inc., which also will serve as the ships' operating company. The responsibilities of Puerto Rico Marine Management Inc. (PRMMI), the former operating company, have been assumed by the Edison, N.J.-based NPR Inc.

The sale of the vessels to private interests does not affect the current collective bargaining agreement in place for Seafarers who work aboard those ships. The standard freightship contract will remain in force. NPR Inc. simply will replace PRMMI as the company signator to the standard pact.

In a communication to SIU President Michael Sacco, NPR Inc.'s General Manager Industrial Relations Victor M. Car-

reras noted that the new company looks forward "to continuing the long, cordial and fruitful association" of the SIU and the Puerto Rican shipping entity.

The assets of Navieras previously were held by the Puerto Rico Maritime Shipping Authority (PRMSA), a government agency. With the sale, the assets, including the vessels, have been transferred to NPR Inc., a finance group that includes Pyramid Ventures Inc., a subsidiary of BT Investment Partners and Berkshire Partners and Management. BT, in turn, is a subsidiary of Bankers Trust New York Corp.

The Commonwealth of Puerto Rico had been attempting to sell its shipping line, operating under the trade name Navieras de Puerto Rico, for the past year and a half. Puerto Rico's governor, Pedro Rosselló, made the privatization of Navieras a top priority for his administration, issuing an executive order on June 16, 1993 authorizing the sale of Navieras.



The sale of Navieras de Puerto Rico and the transfer of operations of the line's management company, PRMMI, does not impact on the collective bargaining agreement between the shipping group and the SIU. Seafarers like (from left) Electricians Miguel A. Alicea and Tony Mohammed, Bosun Tony Mercado and Electrician Orlando Flores will now work for NPR Inc., Navieras' new operating company.

The Puerto Rican legislature had approved a sale of the shipping line in September 1994 if the transaction met criteria outlined by the senators and representatives. The sale to NPR Inc. meets the legislature's guidelines.

To accomplish the deal, the Puerto Rican government agreed to assume \$310 million of debt that Navieras had incurred. It sold the line's assets for \$132.4 million.

The president of NPR Inc. is Ronald M. Katims, who headed

PRMMI in 1974 and for the last 15 years operated a container transport consulting company. In a March 7 press release, Katims announced that Navieras' schedule, including twice weekly service between Jacksonville, Fla. and Puerto Rico, will not change.

Shipping Rules Amended to Recognize Upgrading For Shipboard Safety, SAB Also Institutes Seamen's English Proficiency Test

The Seafarers Appeals Board (SAB) instituted four rulings in February that will assure Seafarers who have upgraded their skills and attained high levels of proficiency in their work are given priority at their ratings when throwing in for a shipboard job.

Additionally, the SAB, which is made up of representatives of the union and its contracted operators, announced that effective June 16, Seafarers must demonstrate a command of the English language in order to meet the safety practices and procedures inherent to a seaman's work.

The modifications were advanced by the union to keep the shipping rules up to date with the latest laws and technology affecting Seafarers, according to Augie Tellez, SIU vice president contracts.

Action number 375 gives priority within each class of seniority in the steward department at the time of a job call to galley gang members who have a

certificate stating they have successfully completed the advanced certified chief cook and certified cook and baker classes offered at the Seafarers Harry Lundeberg School of Seamanship. This action takes effect on February 13, 1996.

Because of provisions created by the Oil Pollution Act of 1990 (OPA '90), action number 376 deals with members from all departments who have graduated from the Lundeberg School's tanker operation/safety course. As of January 1, 1996, any member throwing in for a job aboard a tanker or tank vessel who has a certificate of completion for the course will be given priority. This action will not affect those members with key ratings. They will be given additional time in which to take the required course.

Action number 378 deals exclusively with the engine department. Beginning immediately, priority for shipping for chief electrician will be given to those

members who have at least 36 months seatime in the engine department, including at least 12 months as an electrician, second electrician or QMED/electrician. When proof of such time is submitted to the board, the member's identification will be stamped "certified to sail as chief electrician."

With the changes in technology and governmental regulations as well as the continuing need for safety on vessels, the SAB approved action number 377. Effective June 16, no member will be shipped until he or she can show a basic proficiency in reading, writing and understanding English. This action was necessitated by the need to have all crewmembers able to effectively communicate and understand any and all job-related matters. SIU hiring hall officials will conduct proficiency tests. Those members who cannot pass the test will be required to attend and pass an English proficiency course at the Lundeberg School before they will be eligible to register to ship.

The four SAB actions are reprinted in their complete text below in the order in which they were taken up by the joint labor/management board.

Action #375

Amend Rules by deleting 4th paragraph in Article IV, Shipping Rules Section 5 (6):

"Within each class of seniority rating in the Steward Department, priority for the jobs of Steward and Third Cook shall be given to the seamen who possess a certificate of recertification in their rating from the Steward Department Recertification Program in the event such program is being offered and that the Steward is registered in group I-S Steward Department and the Third Cook is registered in Group II, Steward Department," and replace with:

"Within each class of seniority in the Steward Department, priority for the job of Chief Cook and Cook and Baker shall be given to those seamen who possess a certificate of satisfactory completion of the advanced certified Chief Cook and certified Cook and Baker class offered at the Seafarers Harry Lundeberg School of Seamanship, if such course is being offered."

Action #376

Whereas, the Seafarers Appeals Board promulgated a change in the Shipping Rules as a result of Agreements reached at the 1993 negotiations with the AMA Standard Tanker negotiations, and

Whereas, the Board promulgates rules that are intended to enhance and protect the job security of the membership, and

Whereas, after further review, the Board has decided to amend the Shipping Rules as follows.

Article IX, Shipping Rules, 5 Preferences and Priorities, will be amended by adding a new 13, which shall read as follows.

"Effective January 1, 1996, priority for jobs aboard tanker and tank vessels covered by these Rules shall be given to those seamen possessing a certificate of satisfactory completion of the Tanker Safety Course offered by the Seafarers Harry Lundeberg School of Seamanship, in the event such training is being offered.

Action #377

Whereas, new technology, governmental regulations and reduced manning demand that personnel employed aboard all contracted vessels be properly trained to perform their routine duties with the highest degree of safety, and

Whereas, quality training and shipboard performance depend on the ability to read, speak and understand English, and

Whereas, increasingly the safety and welfare of the crew, cargo and vessel depends on ef-

fective communication aboard the vessel,

Therefore, effective June 16, 1995, Rule 2 Shipping Procedure, Section B 1 shall be amended by adding the following provision to Rule 2, B 1, which shall read as follows:

"No seaman shall be registered for employment who cannot reasonably read, speak and understand English; such proficiency shall be determined and established by the passing of a required English language exam which shall be administered at the SIU hiring halls. Seamen deficient in English shall be required to attend and complete the English proficiency program conducted at the SHLSS prior to being qualified to register."

Action #378

Whereas, new technology and automation have required modification of the various unlicensed ratings employed in the Engine Department, and

Whereas, employment priorities are acquired through employment in specific ratings employed in the Engine Department,

Therefore, Rule 5 Preferences and Priorities, Section A-5 (a) shall be amended to read as follows.

"Within each class of seniority rating in the Engine Department, priority for the job of Chief Electrician shall be given to those seamen who have actual seatime aboard vessels covered by these Rules of at least thirty-six (36) months seatime in the Engine Department, including at least twelve (12) months as Electrician, Second Electrician or QMED/Electrician.

Upon the submission of proof to the Seafarers Appeals Board verifying the seatime requirement specific herein, the seaman's seniority identification document shall be stamped "Certified To Sail As Chief Electrician."

February 13, 1995

Butterworth's Birthday Present



For the pleasure of marking his 70th birthday, Recertified Bosun Paul Butterworth (right) participated in the U.S. Coast Guard's biannual inspection of Crowley's *Ambassador*. But it wasn't all work on the big day, February 22. Steward Milton Youmett encouraged a celebration by producing a culinary delight to mark the occasion.

'Never Too Old To Learn,' Say 5 Top Stewards

With 100 combined years of SIU service to back up their words, the most recent graduating class of recertified stewards had one common theme to pass along to their fellow merchant mariners: You are never too old to learn.

"After sailing for 30 years, I didn't think there was much the school could teach me," recounted **Travis Jefferson** after he was recognized during the March membership meeting in Piney Point, Md. for successfully completing the five-week course, which is the highest curriculum for steward department members.

"But, I learned a lot."

Jefferson, who began his career with the Marine Cooks and Stewards and joined the SIU when the unions merged in 1978, stated the firefighting and first aid sessions helped him tremendously. He said they would be useful when he returned to sailing from his home port of Seattle.

The Seafarers completing the steward recertification program received classroom and hands-on training not only in the galley but also in other areas like CPR, communications principles and computer skills.

Adding to their repertoire of meals for fellow crewmembers,

the stewards learned to prepare healthier menus and to vary base sauces and soups to create different tastes as well as acquiring new recipes.

Another aspect of the course allowed the five galley gang members to meet with union representatives to find out more about contracts, government affairs, the *Seafarers LOG* and the welfare, training, vacation and pension funds.

'Don't Give Up'

Theodore Quammie, a 17-year member from the port of Jacksonville, Fla., backed Jefferson's comments that the whole course was valuable.

"Members have to improve and we have to encourage them to upgrade," he told a reporter for the *LOG*. "Some people just want to reach a certain peak and stop."

"But you have to keep going. You have to reach up," Quammie said.

The new recertified steward continued this theme when he addressed the trainees attending the membership meeting, "Come back and upgrade. Remember one thing—don't give up!"

Adding his feelings about the need for continuing the learning



The importance of continuing one's education was the main theme at the March membership meeting in Piney Point as each of the recertified stewards was called up to the podium to say a few words and receive his graduation certificate. With instructor **Byran Cummings** (left) are (from left) **Ed Ombac**, **Raffaele Ascione**, **Travis Ray Jefferson**, **Theodore Quammie** and **Ronald E. Aubuchon**.

process was **Ronald Aubuchon**.

I started as a trainee here," he told the membership at the Piney Point meeting. "I have proved that with the proper training and support, there is no limit to your future."

"I encourage everyone to take advantage of the courses that are provided for them."

Notes Many Changes

The St. Louis-based steward said the Lundeberg School had changed considerably since he first entered the union in 1980.

"The changes have all been very good for the members," Aubuchon stated.

Continuing the point made by his fellow recertified stewards, **Ed Ombac** of Seattle informed the audience, "There is no limit in learning. This is the place where you can achieve your goal to become one of the best merchant mariners in the world!"

Ombac was able to reinforce his words with the fact that he had upgraded at the Lundeberg School several times during his 10 years with the SIU.

For **Raffaele Ascione** from the port of New Orleans, the point

he most wanted to make to his fellow Seafarers was the need for upgrading.

Future Is Important

"It is very important for your future and the future of our union to upgrade and make yourself better," said Ascione, who began sailing with the SIU in 1967.

"This is a beautiful, wonderful school with great instructors. Everyone should take advantage of it."



Hands-on training in the computer classroom will help the recertified stewards on the job. At the keyboards are (from front to back) **Raffaele Ascione**, **Travis Jefferson**, **Ron Aubuchon** and **Theodore Quammie**.



Ed Ombac acquires new recipes to serve aboard ship as well as healthier ways to prepare meals.



With the assistance of instructor **Byran Cummings** (center), **Ronald Aubuchon** (left) and **Travis Jefferson** learn the proper techniques of CPR, part of the steward recertification curriculum.

An Upgrading Bonus— Reunion of Friends

It is not unusual for seafaring friendships to span the years—sometimes crossing oceans and time zones to remain a treasured part of sailing life. So goes the tale of friends and steward department members **Ron Aubuchon** and **Al Bartley**.

Their friendship stems back to 1981, when as members of trainee class #343 they met at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md.

While **Bartley** lives in Texas and **Aubuchon** resides in St. Louis, the two Seafarers have managed to keep their friendship alive for 14 years through cards and visits during return trips to upgrade at Piney Point.

"We've just been friends from the very beginning," recalled **Bartley**. "There were a bunch of us who hung around when we first came here [Piney Point], but out of everyone, only **Ron** and I have remained in touch," he said.

As trainees, **Bartley** noted that they "played pool, softball, went bowling and studied together."

After graduation from the trainee program in August of 1981, both of the new SIU members sailed aboard different Energy Transportation Co. vessels which transport liquefied natural gas between Indonesia and Japan. However, it was not until 1987 that the two friends were reunited.

"I was sailing on the *LNG Leo* and **Al** was on the *LNG Capricorn*," noted **Aubuchon**. "We met up when the two ships docked and played softball against one another. It was like



Ron Aubuchon



Al Bartley

no time had passed. He was still the same," **Aubuchon** recalled.

The pair worked out their schedules and together returned to Piney Point in 1993 to upgrade their culinary skills. **Aubuchon** was upgrading to chief steward while **Bartley** was completing

the chief cook course. The two Seafarers again returned to the Paul Hall Center this winter. **Aubuchon** graduated from the recertified steward course in March, while **Bartley** will complete the chief steward class this month.

Together, **Aubuchon** and **Bartley** have seen the museums, monuments and historical landmarks of Washington, D.C. and the surrounding areas of Piney Point. "Each time we come to Piney Point we try to do or see something different," noted **Bartley**.

"This is our meeting place. We have seen a lot of changes here in our lives as well as within the gates of the school," said **Aubuchon**.

"We'll always be friends. We get along so well, just like we have from the beginning," said **Bartley**.



Recertified Bosun Klaus Tankersley provides SIU Executive Vice President Joseph Sacco with an account of conditions for crewmembers aboard the *Independence*.



Executive Vice President Joseph Sacco advises *Independence* deck and engine department crewmembers of the union's efforts to bolster the U.S.-flag cruise ship trades.



SIU Executive Vice President Joseph Sacco, Vice President Contracts Augustin Tellez and Vice President West Coast George McCartney meet with Seafarers who work in passenger-oriented services aboard the *Independence* just before a lifeboat drill.

Concerns Resolved On Independence

In response to concerns raised by Seafarers working aboard the *SS Independence*, the cruise ship based in Hawaii, the union met with the ship's operating company's representatives and saw to it that a program was launched to rectify all problem areas.

The troubles aboard the 682-foot *Independence* stem from a three-month stint in a shipyard. After the vessel left the Newport News (Va.) Shipbuilding yard last October, Seafarers became concerned with the living and working conditions for crewmembers aboard the ship, which is operated by American Hawaii Cruises (AHC).

Shortly after the renovation work was done, the areas of the *Independence* for passengers were in good shape but concerns with crew accommodations, crew messhalls, necessary work gear and the organization of work designed by new managers remained in flux.

In December, SIU Executive Vice President Joseph Sacco boarded the *Independence* to meet with crewmembers and determine what action was needed to immediately rectify the problems. Joining Sacco were SIU Vice President Contracts Augustin Tellez, SIU Vice President West Coast George McCartney and SIU Honolulu Safety Director Tracy "Dino" Ornellas.

After holding around-the-

clock meetings with crewmembers in all of the ship's departments, the SIU contacted the company to begin discussing the Seafarers' concerns. Working cooperatively, the problems have been addressed.

Meanwhile, SIU Assistant Vice President Bob Hall is coordinating a program to ensure that Seafarers aboard the two "Great White Ships," as the *Independence* and her sister ship, the *SS Constitution*, are called, have daily access to union officials so that any situations that arise can be handled immediately. Working with Hall is SIU Representative Sal Aquia.

The *Independence* was built in 1951 at Bethlehem Steel in Quincy, Mass. In July 1994, the vessel went into the shipyard for renovation work, which is now the subject of a lawsuit between AHC and Newport News Shipbuilding.

The *Independence* and *Constitution* provide cruise ship service around the Hawaiian islands of Hawaii, Kahai, Maui and Oahu. AHC is a subsidiary of American Classic Voyages, headquartered in Chicago. That company bought AHC in 1993 and last year placed many new managers in the Hawaii cruiseship operation.

American Classic Voyages also is the parent company of SIU-contracted Delta Queen Steamboat Co.

Clinton Order Forbids Use of Strike Scabs By Gov't Contractors

President Clinton on March 8 signed an executive order which forbids federal agencies from doing business with companies that use so-called permanent replacements for striking workers.

The order "sets a strong moral tone for labor-management cooperation and for dignity for those who work," said AFL-CIO President Lane Kirkland. "It places the moral authority and market power of the federal government against employers who resort to the discredited practice of permanently replacing workers with scabs."

If it stands, the president's action means that companies doing more than \$100,000 in business per year with the federal government could have their contracts voided or declared ineligible for renewal if they tried to break a strike by hiring scabs to replace workers who are engaged in a lawful strike.

A week after Clinton signed the order, Senate Republicans narrowly fell short of passing legislation to overturn it. Senate GOP members said they will try again.

Senator Edward M. Kennedy (D-Mass.) said the Republicans' attempts to override the executive order are reflective of a declaration of "war on working families" by the majority party.

President Clinton has vowed to veto any measure that scuttles the order, but a two-thirds majority in Congress would be enough to repeal it. (It takes 67 votes in the Senate and 290 votes

in the House to override a veto.)

With that in mind, SIU members are encouraged to contact their congressional representatives and urge them to support the executive order banning firms that do business with the government from using permanent replacements.

Strikes Are Rare

Kirkland, the head of the national federation of trade unions, pointed out that the order only will affect the worst segment of the employer community, since approximately 99 percent of unionized companies with federal contracts reach collective bargaining agreements without striking.

"This order sends a message to all Americans that quality products cannot be turned out by employers who make war on their employees," he added.

Last year, the House passed legislation banning the use of permanent replacements for strikers. Despite majority support in the Senate, a Republican-led filibuster killed the bill.

In a role reversal, last month it was Senate Democrats who successfully led a filibuster against an amendment to overturn President Clinton's executive order. The amendment garnered 58 votes, two shy of the number needed to stop a filibuster.

The AFL-CIO reported that hundreds of state labor federations, central labor councils and local unions contacted senators whose votes were needed to perpetuate the order.

SIU Seeks Action On Court Order to Refund Z-Card Fees

The SIU has asked the U.S. Coast Guard to obey a federal judge's order and stop charging mariners and boatmen for background checks when they apply for merchant mariner's documents (z-cards).

The \$17 cost for the background check was included in the overall fees charged by the Coast Guard for z-cards and licenses beginning on April 19, 1993. The SIU, along with other maritime unions and five individual merchant mariners, had filed a lawsuit on April 15, 1993 seeking to prohibit the implementation of all such fees.

In a letter dated March 14, the union, in behalf of itself and the other plaintiffs, reminded Rear Admiral John B. Shkor, the Coast Guard's chief counsel, that the \$17 charged for each background check had been declared illegal by U.S. District Court Judge Louis F. Oberdorfer in his decision of November 23, 1994.

Judge Oberdorfer agreed with the plaintiffs' contention that background checks conducted by the FBI are for "primarily maritime safety" and are not for the benefit of the mariners.

(Besides the SIU, others serving as plaintiffs in the case are the District 4-National Maritime

Union/MEBA, District No. 1-Marine Engineers' Beneficial Association, American Maritime Officers, International Association of Masters, Mates and Pilots, Sailors' Union of the Pacific, Marine Firemen's Union and five individual mariners.)

The judge went on to say that the background checks do "not confer a private benefit on the plaintiffs"; therefore he determined the Coast Guard was not authorized to charge for the FBI checks.

Update on Calculations

In the same decision, Judge Oberdorfer ordered the Coast Guard to recalculate all fees, which range from \$35 for the issuance of an entry level z-card to \$250 for an upper-level license.

Because the agency has not announced if it has already begun this effort, the SIU and other plaintiffs are seeking in the letter to Rear Admiral Shkor an update on the process.

The letter notes, "The Coast Guard is obligated to comply with Judge Oberdorfer's order by taking the steps described above even though appeals are pending in this case."

On January 19, the Coast Guard filed an appeal with the U.S. Court of Appeals for the District of

Columbia Circuit challenging Judge Oberdorfer's rulings. No date for a hearing has been set.

Prohibitions Lifted

The Coast Guard began charging user fees for z-cards and licenses following passage of the Omnibus Budget Reconciliation Act of 1990 by Congress and its signing by President Bush. The bill was designed as a way to cut the federal deficit.

In the act, Congress lifted a longstanding ban that prohibited the implementation of fees for merchant mariner's documents and licenses. The Coast Guard issued its proposed regulations to institute the user fees in 1991, allowing for a comments period. The SIU submitted a series of strong protests against the fees.

On March 19, 1993, the federal agency announced its intention to begin collecting the fees on z-cards and licenses starting April 19, 1993. The SIU, along with the other plaintiffs, filed its suit to stop the action on April 15, 1993.

Besides ruling against the Coast Guard on collecting fees for background checks and calling on the agency to recalculate its costs to issue the documents and licenses, Judge Oberdorfer also denied the union's contention that the user fees overall are illegal because they constitute a work tax.

The judge backed the government's case that mariners benefit from being documented and licensed. The SIU has challenged this ruling and filed an appeal in the U.S. Court of Appeals on January 20.

Seafarers Break Out New ITB

Penn Maritime Adding 2 Tug/Barges to Its Fleet

Seafarers are sailing aboard the first of two new integrated tug-barges (ITBs) scheduled to join the Penn Maritime fleet this year.

On March 3, the tug *Eliza* and barge *Atlantic* departed from a Mobile, Ala. shipyard where they were built to begin transporting petroleum products along the eastern coast of the U.S.

"I'm ready to get underway," Tankerman **Jim Boyce** told Mobile Patrolman Ed Kelly, who met with the crew shortly before the ITB set sail.

"We've worked hard to prepare for this maiden voyage," noted the second generation Seafarer who, with several others, had been aboard the ITB for several weeks to oversee construction.

"Everything looks pretty good," Barge Captain **Ernest Larsen** added. An SIU boatman since 1965, Larsen will make a couple trips on the new ITB as a tankerman before returning to

Mobile to guide construction on the *Atlantic's* sister barge, the *Caribbean*. The barge and tug *Lucia* are due out of the yard in June.

Largest in Fleet

The *Eliza* and *Atlantic* are the largest ITB in the Staten Island, N.Y.-based fleet. Penn Maritime already operates five tugboats and seven barges to move jet fuel, gasoline and other petroleum products.

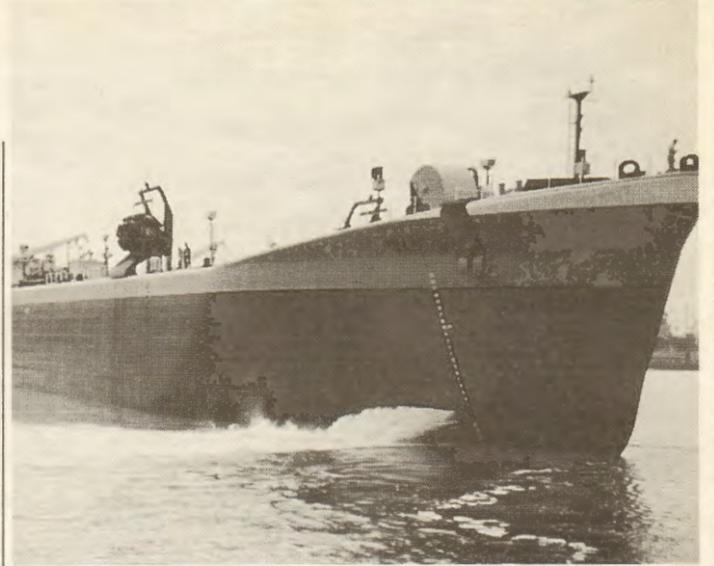
Joining the chorus of praise for the new vessel was **William Lee Mathews Sr.** The tankerman called the ITB "beautiful." He also spoke highly of the way both the tug and barge were built for safety, including the double-hull construction and emergency cabin on the barge.

New Emergency Cabin

The emergency cabin is a feature Penn Maritime is employing on its newer barges, noted Jim

Sweeney, vice president for operations. The cabin, which holds two bunks and a desk, can be used by tankermen to oversee loading or unloading on the barge while working with Coast Guard officials or port personnel. The cabin also provides on-duty tankermen with short-term shelter should bad weather catch them off guard.

Sweeney said the company's recent growth and projected operations allowed Penn Maritime to build the new tugs and barges. The new vessels are designed so the company can meet the stringent laws or regulations affecting the industry.



Penn Maritime's newest integrated tug-barge, made up of the tug *Eliza* and the barge *Atlantic*, leave the Mobile shipyard to begin work.



Tankerman **William Lee Mathews Sr.** greases flow valves.



Splicing a line aboard the new barge is Tankerman **Jim Boyce**.



Releasing pressure from a valve is Tankerman **Ernest Larsen**.

Clarke 'Drops Anchor' After 42 Years at Sea



Some of Brother **John M. Clarke's** good friends are his shipmates aboard the *Overseas Valdez*. From the left are AB **Joseph "Frenchy" Fruge**, Bosun **Roberto Zepada**, OMU **Andy Lopez** and **Clarke**.

On the night of **John M. Clarke's** final voyage before retiring, his crewmates aboard the *Overseas Valdez* threw him a party he will not soon forget.

Clarke, who sails as a steward assistant, was presented with an engraved wall clock, some sports t-shirts and a card signed by all the crewmembers. According to Clarke, the wall clock "was the best gift of my life," one which he says he will treasure forever.

In a letter to the *Seafarers LOG*, sent with the photographs that accompany this article, Clarke stated that all the friends he made while sailing are very important to him and he will never forget them.

The steward department member has been shipping with the Seafarers for 42 years, during which time he worked on all kinds of ships and called on ports all over the world.

"My favorite runs were to North Europe and South America," he reminisced. For the past five years, Clarke has sailed primarily aboard Maritime Overseas ships.

Brother Clarke said he has decided "to drop the anchor and relax." He hopes to enjoy his



Retiree **John M. Clarke** proudly displays the engraved wall clock he received from officers and crew on the *Overseas Valdez*.

retirement years by continuing to travel—this time "around the country instead of on the seven seas."

The *Overseas Valdez* carries different grades of gas, diesel and jet fuel. The vessel usually loads in Lake Charles, La. or Corpus Christi, Texas and discharges its cargo in Tampa, Fla., with an occasional stopover in Boston.

Alton Belle Crewmembers Praised For Speedy River Rescue Attempt

SIU members aboard the *Alton Belle II* riverboat recently were praised by local police and fire department officials in Alton, Ill. for their attempted rescue of a man who committed suicide by jumping off a bridge into the frigid Mississippi River, 70 feet below.

Deckhands **Brian Bollinger** and **Bill Jackson** manned the *Alton Belle's* 16-foot rescue skiff and retrieved the body of local resident **Dennis K. Rader**, 47, within 10 minutes after Rader had jumped from the Clark Bridge on January 18.

The *Alton Belle* was approximately 2 miles from the bridge when the Alton Police Department contacted the vessel and requested assistance.

"We were asked to launch a rescue boat in an attempt to save the victim," Bollinger noted in a

letter to the *Seafarers LOG*. "Captain **John Mosele** immediately ordered the ship's crew to launch the rescue boat, and we were quickly under way."

The water temperature was in the low thirties, and the river's current pulled Rader's body 300 yards down river.

"The victim was face down and barely breaking the surface when we got to him, and he wasn't breathing," Jackson told a reporter from the *LOG*. "Falling 70 feet, he probably inhaled a gallon of river water."

"But we put a lifejacket on him and transported him to shore."

Alton firefighters then tried to revive the man—who left a suicide note in his car, which was parked on the bridge—before he was transported to Alton Memorial Hospital. There, Rader was pronounced dead.

Although Rader's life could not be saved, crewmembers from the *Alton Belle* were commended for their quick response to the crisis.

"They immediately put the rescue boat in the water, and that's not the first time they've helped us," Alton Police Lt. **James Hessel** told *The Telegraph*, an Alton newspaper. "They've helped us every time we've asked."

Fire Chief **John Sowders** said the *Alton Belle* personnel "did a great job. We really appreciate their efforts."

Mosele, in addition to complimenting the crew's performance, noted that they practice man-overboard drills every week. The constant training is evident in how quickly the rescue attempt was executed, he said.



Complimented for their swift response to an Alton, Ill. Police Department request for assistance are (from left) Deckhand **Bill Jackson**, Captain **John Mosele** and Deckhand **Brian Bollinger** of the *Alton Belle II*.

Seafarers Give Top Marks to Tanker Safety Course

Seafarers who on March 24 completed the new tanker operation/safety course at the Paul Hall Center's Lundeberg School in Piney Point, Md., said the class is a vital tool in ensuring that SIU-contracted tankers are operated at optimum safety levels.

"I think it's imperative that we have this education about tankers," stated QMED Carmine Barbati, one of 30 students in the most recent class. "Tanker companies have so much liability . . . We don't want to see the industry go down the tubes. This course teaches people about the hazards that exist and how to avoid them."

Others who took the four-week course said its content is extremely useful for all Seafarers.

"The class provides good training for people of all skill levels," said Recertified Bosun John Thompson, a 19-year SIU member who often sails on vessels that transport liquified natural gas (LNG). "The course content is very pertinent to the job skills that are in demand of the unlicensed mariner today. Personally, I have a tankerman's endorsement and have sailed on many tankers, but there still are new trends in the industry that I wasn't aware of" prior to taking the tanker operation/safety course.

The curriculum was developed by the Lundeberg School, in consultation with SIU officials and representatives of SIU-contracted tanker companies, in response to regulations stemming from the Oil Pollution Act of 1990 (OPA '90). The class is required of all SIU members who sail on tankers and is open to all Seafarers. Establishment of the course, which includes hands-on training and classroom instruction, was agreed upon during contract negotiations between the union and tanker operators.

Flammability Traits

Barbati, Thompson and their classmates reported the curriculum is abundant. They took part in practical training for confined-space safety and oil spill/hazmat prevention and recovery. They also studied tanker construction and general tanker safety, reviewed sections of OPA '90 and learned about the chemical and physical properties of petroleum products.



Learning about the hazards that exist aboard tankers and how to avoid them is one objective of the Lundeberg School's tanker safety course. Completing the class on March 24 are (from left, kneeling) Michael Ingram, Hernando Bansuelo, Van Jones, John Cincotta, George Montgomery, Christopher Kavanagh, (second row) John Day, Mark Dumas, Jeffrey Sousa, Desiree Crockett, Carmine Barbati, Robert Bell, Charles Herrera, Jake Karaczynski (instructor), Miles Copeland, Jorge Ellis, Robert Opper, Carmine Bova, Peter Hove and Roy Payne.

In addition, the upgraders examined the flammability traits, toxicity/asphyxiation characteristics and health hazards associated with exposure to petroleum products.

Other segments of the course covered monitoring tanks for oxygen deficiency and taking other meter readings with atmospheric monitoring equipment; creating shipboard safety plans; fit-tests using respirators and other equipment; and an introduction to fire chemistry, firefighting and fire/emergency duties.

Oil-removal contingency plans, use of federal information guides designed to aid mariners, and rules for protecting the marine environment were among other subjects studied by the upgraders.

"The course exceeded my expectations," said Recertified Bosun Carmine Bova, who joined the union 24 years ago. "There was a lot of new information presented, especially about oil pollution, loading and discharging . . . The (review of) safety rules for people on deck and everyone involved in cargo operations also was excellent."

Members of the class also met with SIU President Michael Sacco and Executive Vice President Joseph Sacco, who brought the upgraders up-to-date on the union's current activities.

"That was excellent," said AB Chris Kavanagh. "Union education really reminds everybody of our duties and responsibilities."

Kavanagh also said he benefitted from learning how to use the Chemical Data Guide for Bulk Shipment by Water and the Emergency Response Guidebook, which are published by the Department of Transportation.

"And I appreciated the explanation of why certain procedures must be followed on tankers," he noted.

Chemical Exposure

Kavanagh added that there was "a broad scale of people in the class. Some have never sailed on a tanker, others have sailed them for 10 years. So there was a good exchange of knowledge amongst the students."

Learning about personal protection from hazardous materials was a course highlight for QMED/Pumpman George Montgomery, who most recently sailed aboard the *Overseas Alaska*. "Some of those chemicals can have a long-term effect, so it's important to know which safety equipment to wear and how to use it," he said.

Montgomery (and others) also praised the four instructors who taught various sections of the course. "They were excellent," he said.

AB Jeff Sousa headed for



During last month's class, students practice donning protective equipment—the same kind they would use in a real shipboard emergency.

Piney Point after recently signing off the *LNG Libra*. He said the course was "very detailed. The class teaches all aspects of protection from chemicals, operations that go on with different pumps, what to do in case of an emergency . . . It just gives you a thorough knowledge of tankers."

Student Feedback

Although an initial course curriculum is established, Lundeberg School instructors actively are soliciting feedback from upgraders so that improvements may be made.

Besides critiquing the course, students are given a questionnaire to use aboard tankers in order to rate the effectiveness and applicability of various course content.

"The input from the students has been terrific, and SIU-contracted companies also will review the course," said instructor Ben Cusic. "We need the feedback from the students, because they're the ones who do the job."

Barbati, who graduated from

the school in 1987, summed up the course when he said, "This class teaches and reminds us of the right way to do things. There can't be any guesswork aboard a ship. You have to know the law."

Instructors Ask for Seafarers' Help

In order to assist in keeping the Paul Hall Center's tanker operation/safety course as up-to-date as possible, Lundeberg School instructors are requesting the assistance of Seafarers who sail on tankers.

The instructors ask that, when possible, SIU members photograph and/or videotape the equipment with which they work, along with any other relevant operations. Seafarers then are requested to forward the photos and/or tapes to: Paul Hall Center for Maritime Training and Education, Attn: Ben Cusic, P.O. Box 75, Piney Point, Md 20674.

"This will greatly help us keep the class as current as possible," said instructor Ben Cusic.



Oil spill containment drills are part of the tanker safety/operation course. In photo above, upgraders from the most recent class string a boom over the water to help contain a simulated oil spill.



Aboard the *Sea-Land Performance*, Seafarers meet with SIU President Michael Sacco and SIU Executive VP Joseph Sacco last month in Elizabeth, N.J. to discuss the union's challenge of Sea-Land's maneuver to reflag five of its containerships to foreign registries. Pictured from left are AB Tan Ah Joon, SA H. Ali, DEU F. Ghaleb, Steward Gary Griswold, QMED Bobby Spencer, Michael Sacco, Bosun Richard Moss, Electrician Robert Torgeresen, Joseph Sacco and AB Jose Ross.

Seafarers Attack Sea-Land's Reflagging Move

Continued from page 3

tional interest. "Transferring these vessels to a foreign ship registry . . . exports American seamen's jobs and inevitably diminishes the pool of skilled American maritime personnel available to crew commercial, sealift and Ready Reserve Force vessels in times of national emergency," the SIU said.

Granted Prematurely

The union also insisted that "MarAd was premature in granting approval to Sea-Land for the transfer of five vessels to Marshall Islands registry because the Clinton administration has included funding for a U.S. maritime revitalization program in its fiscal year 1996 budget."

The SIU pointed out that a pro-maritime bill last year was overwhelmingly approved by the House and had majority support in the Senate. But a last-minute procedural gimmick by a few farm-state senators prevented the Senate from voting on the bill. This "should not be construed as a lessening of support for the U.S.-flag merchant marine," the SIU said in its objection.

In fact, the union noted all indications show that bipartisan support for a U.S. shipping program remains constant, "and the 104th Congress is likely to take up the call for a revitalized American maritime industry. The union sincerely hopes that MarAd's precipitancy in approving Sea-Land's reflagging peti-

tion does not cast an irrevocable shadow on this support."

Request for Hearings

As its final point, the SIU reminded MarAd that U.S. seafaring labor organizations in mid-1993 requested hearings about the reflagging issue "so that all interested parties would have an opportunity to be heard and a record made on which the agency would base its decisions on this matter."

Since the request was not granted, the SIU noted that MarAd's reflagging rulings "may have been rendered without corroborative and supportive evidence."

The union then made another petition to MarAd to conduct such hearings.

House Considers Maritime Bill

Continued from page 3

Panel, Bateman noted "how critical it is to our national security that we have a merchant marine, that we have a pool of maritime sailors who are prepared to meet the nation's need for the future.

"This is a maritime nation and we have no power unless we remain a maritime power. It is a national security concern and we must be and remain very sensitive to it," the chairman said.

His view was shared by others on the panel.

Representative Neil Abercrombie (D-Hawaii) added, "I believe that an active commercial merchant marine fleet is in the national security interest of the United States."

He then directed his remarks to Maritime Administrator Herberger, who was testifying on behalf of the MarAd budget proposal.

"After all is said and done, isn't it a question of deciding priorities? Is not the issue under consideration here today the equal of any other issue under defense appropriation?" Aber-

crombie asked the head of MarAd.

After Herberger agreed with the representative's questions, he went on to say, "The need to retain a viable maritime industry is critical to the country. You need a fleet in being, you're going to need a trained force in being, you're going to need to use the system that is out there in the commercial business every day. That is the most cost-effective way to be able to go quickly to support the huge combatant force."

Senate consideration of the maritime revitalization program is expected to begin later this spring.

Shortage of Seamen Exposes Need for American Mariners, Says MarAd Chief

The question of safety aboard foreign-flag ships with foreign crews entering U.S. harbors was raised by members of the House Merchant Marine Oversight Panel during a March 28 hearing on the Maritime Administration (MarAd) budget.

Maritime Administrator Albert Herberger brought the subject to the panel's attention during his testimony on the need for training and educational funds for maritime academies when he mentioned that the world presently faces a shortage of 200,000 licensed mariners. He based the figure on a report by the International Maritime Organization (IMO), which was created by the United Nations to develop international standards, promote shipping safety and prevent marine pollution.

For part of the hearing, Herberger's remarks turned the panel's attention to looking at the need for qualified seafarers in the world's shipping trades. (See tes-

timony below.) He noted that the schools for seamen operated by maritime unions and the federal and state governments ensure that Americans are the most qualified seamen in the world.

The chairman of the panel, U.S. Representative Herbert H. Bateman (R-Va.), asked Herberger to repeat the figure on how many licensed seamen were needed because he thought he may have misunderstood it.

Herberger verified the 200,000 number, then added the IMO predicts the "shortage could be as high as 400,000" by the year 2000.

"This is not the time to be looking at closing down or reducing the impact of our particular educational base," Herberger noted. "We do have the best mariners in the world."

Representative Neil Abercrombie (D-Hawaii) expressed concern that foreign crews who are not up to American standards for safety and training are entering U.S. ports.

Testimony from March 28 Hearing

During the March 28 House Merchant Marine Oversight Panel hearing on the Maritime Administration budget, members of the panel became intrigued when Maritime Administrator Albert Herberger testified that the world faces a shortage of 200,000 licensed mariners. He stated now is not the time for the U.S. government to reduce or eliminate its support for maritime training programs.

What follows is the transcript from the hearing that addressed maritime personnel, training and safety:

Maritime Administrator Albert Herberger: "To ensure a pool of trained citizen mariners, Kings Point and the state maritime academies graduate the finest, best educated [mariners] and provide the safest and most efficient operation in the marine industry. We must maintain a base of highly skilled seafarers if we are going to be prepared to maintain a capability, not only in the government fleet which is getting larger year by year, but also the commercial fleet.

"At a time when the world at large is concerned with the quality of mariners in general, when there has been a series—almost a continual series—of marine accidents wherein in the investigation it has come back to the human factor, this is not the time to be looking at closing down or reducing the impact of our particular educational base. This applies not only to Kings Point and the state academies, but also to the very fine facilities that the maritime unions—the labor unions—provide. We do have the best mariners in the world.

"Today, there is a shortage of 200,000 licensed mariners worldwide. There are predictions by IMO studies that there will be a shortage of 400,000 by the year 2000. This is not the time to be taking actions to reduce the capability that we have when we are on the point, if you will, to ensure that the rest of the world are coming up to the high standards of our shipping operations.

"We have a very serious obligation, I think, to ensure that we maintain this capability."

U.S. Representative Herbert H. Bateman: "I want you to repeat, in case I misunderstood, that data that you shared with us. Did I hear a 200,000 requirement in terms of the international maritime community?"

Herberger: "Today there is a shortage of 200,000 licensed mariners. The prediction because of the training rate—the worldwide training rate—that that shortage could be as high as 400,000. They would have to triple the current worldwide training rate to provide the sufficient mariners.

"The concern is that in recent years there's been a source of sailors coming in mostly from the underdeveloped areas that are not fully trained and as well educated and there has been a series of maritime disasters. The survey or study that's completed comes back to the human element. We're losing in terms of the worldwide capability of mariners.

"The United States for so many years, since the mid '30s, when so much of our maritime training support started, is primarily driven by the fact that there was this critical shortage of highly qualified people. The Merchant Marine Act of '36, that was the centerpiece. The *Morro Castle* disaster, there were other maritime incidents.

"We're having the same type of phenomena now worldwide. Just as serious. What are becoming catastrophic because of the size of the vessels, the impact it has on the environment as well as human lives. There's something like 300 mariners that have been lost at sea in the last five years. In this day and age, that's unconscionable. But it's due to the low quality.

"The United States has been in the lead [for safety]. We've been at all the IMO conferences driving the standards up. And now would not be the time to give up being a flag nation, and just become a port nation."

U.S. Representative Neil Abercrombie: "I just want to make sure I understand. So, in other words, what we're facing right now is increasing competition from foreign sources with increasingly unqualified people on the ships from those foreign sources, as compared to the standards we are now maintaining in the United States, is that correct?"

Herberger: "Ninety-five percent of our commerce comes into the United States ports in foreign vessels. There's a significant percent of foreign vessels worldwide that are considered substandard. And there is a lot of activity in recent years to begin to take action. The International Maritime Organization, our Coast Guard and others are beginning to take significant action to try to weed out the substandard vessels. I'm not saying that all of the foreign vessels that come in . . ."

Abercrombie: "You're speaking about the crews."

Herberger: "I'm talking about the crews, that's right. When we look at the series of maritime disasters in recent years worldwide, you'll find that 85 percent of the cases are not mechanical failures, it's human error."



SEAFARERS

BUY UNION

Seafarers can put their purchasing dollars to work for themselves and their fellow trade unionists. That is because within the family of unions which make up the Seafarers International Union of North America (to which the Atlantic, Gulf, Lakes and Inland Waters District belongs), there are workers who produce a wide variety of goods and services.

When Seafarers buy those products, they not only are getting the best-made American goods, they also are supporting union workers.

The United Industrial Workers (UIW) is one of the autonomous affiliates of the SIUNA.

Beginning with this issue, the Seafarers LOG regularly will highlight various union-made products and services.



Company: La Victoria

UIW members at La Victoria: Produce, pack, label and inspect the products; also do warehouse work

Facilities: Production plant in Rosemead, Calif.; 9 distribution centers throughout U.S.

Products: Hot, mild and medium salsas; red and green taco sauces; marinated jalapenos and more

Distribution: Nationwide

That's a fact: La Victoria features the UIW logo on its labels

From Piney Point to the White House



Day Trips: Part of the Fun of a Piney Point Vacation

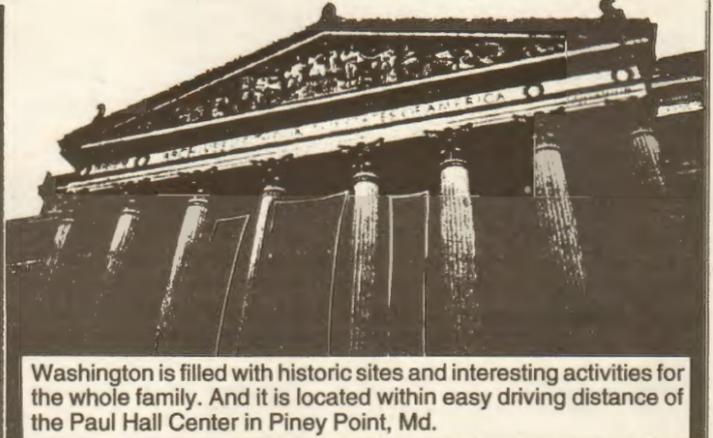
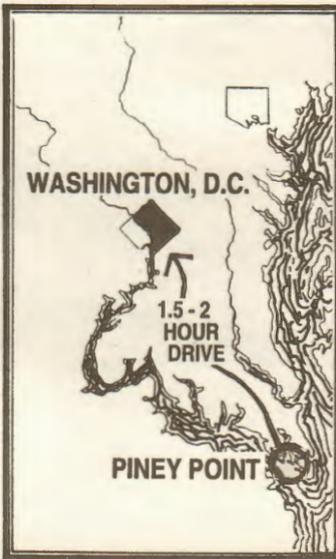
SEAFARERS AND THEIR FAMILIES once again have the opportunity to spend a best-of-both-worlds vacation at the Paul Hall Center in Piney Point, Md.

Located in peaceful, picturesque southern Maryland, the Paul Hall Center offers a remarkable array of leisure-time options. Quiet relaxation, athletic activities, rustic jaunts and the excitement of a metropolis all can be part of a vacation at Piney Point.

Additionally, bargain rates for lodging and meals at the Paul Hall Center are available for SIU members and their families.

The facility is situated on more than 60 acres of waterfront property on the banks of the St. George's Creek. Within the Paul Hall Center's meticulously landscaped grounds are comfortable hotel rooms; relaxing dining facilities; a picnic area; athletic facilities including tennis courts, an Olympic-size outdoor swimming pool, a modern health spa and more.

Another part of the attraction to Piney Point is the myriad of exciting places located within a short driving distance from the Paul Hall Center. Washington, Baltimore, Alexandria, Va., Annapolis, Md. and historic areas in southern Maryland all are easily accessible from the Paul Hall Center.



Washington is filled with historic sites and interesting activities for the whole family. And it is located within easy driving distance of the Paul Hall Center in Piney Point, Md.

NATION'S CAPITAL: Not to be missed is the nation's capital, one of the world's major tourist attractions. A drive from Piney Point to Washington typically lasts no longer than two hours, but the entertaining and educational sights in D.C. seem limitless. The Jefferson and Lincoln memorials and the Washington Monument provide educational opportunities for children and adults alike. The Capitol, White House and Supreme Court offer daily tours which detail both their past and present uses.

Also popular are tours of FBI headquarters and the U.S. Treasury's printing facility. The famed Smithsonian Institution offers hundreds of exhibits, and among its museums are the National Air and Space Museum, the Museum of Natural History and the Museum of American History.

Other attractions and activities in Washington include:

- The Washington National Zoo, where hundreds of rare animals live in natural-habitat compounds.
- The Kennedy Center and other theaters which host live stage performances.
- Specialized libraries where one may research any number of topics.
- Concert arenas which boast some of the world's most popular musicians.
- Plenty of restaurant options, from formal dining establishments to neighborhood cafes.

Washington also is the site of dozens of special events each summer. The 1995 calendar includes Filmfest D.C., the D.C. World Jazz Festival, the Parade of the Americas and much more.

ADDITIONAL ACTIVITIES: These are just some of the sites and activities available in Washington . . . and they are only a fraction of what Seafarers and their families can see and do while vacationing at the Paul Hall Center! Other possibilities will be detailed in upcoming issues of the *Seafarers LOG*.

It is not too soon for SIU members to fill out the registration form on this page to reserve a place at Piney Point. Doing so is the first step toward what is certain to be a memorable family vacation.



UNION MEMBER VACATION RATES

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

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

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

SEAFARERS TRAINING & RECREATION CENTER Vacation Reservation Information

Name: _____

Social Security number: _____ Book number: _____

Address: _____

Telephone number: _____

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

Date of arrival: 1st choice: _____ 2nd choice: _____ 3rd choice: _____ (Stay is limited to two weeks)

Date of departure: _____

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

Runaways Foster Po

Cyprus-Registered Aghia Markella



As with many other runaway-flag ships, the outside appearance of the *Aghia Markella* masks intolerable conditions on the vessel.

The Cyprus flag, under which the *Aghia Markella* operates, is one of dozens of runaway ship registries.



Most runaway ships switch names several times, a tactic useful for evading legal problems.

So many cockroaches that they drop out of the overheads, living conditions so poor that crewmembers sleep two to a bed and have no toilets or heat, navigation equipment so defective there is no working radar or gyrocompass, engines so worn the manufacturer cannot believe they are still running, seamen who cannot splice or identify a wrench and a classification society certificate issued six months ago that all was well with the ship. These are the conditions on board the *Aghia Markella*, a runaway-flag ship detained last November by the Canadian Coast Guard and inspected by SIU of Canada Representative Jim Given.

The runaway-flag ship registry has been a device used by North American, European and Japanese shipowners in the last 40 years to duck the rigorous conditions called for by the governments and seamen's unions of their own nations.

The end result of runaway shipping is evidenced by the state of the *Aghia Markella*, which spent a month in Port Alfred,

Quebec during which time Canadian Coast Guard (CCG) authorities forced the shipowner, Lombard Shipping, to make essential repairs.

Hide Behind Layers

Runaway-flag shipowners, like the one associated with the *Aghia Markella*, seek to bypass the stringent safety and environmental regimes, tax obligations and higher seamen's wages of their own countries by registering their ships in nations that operate a vessel registry as a source of much-needed revenues. Among the countries operating such so-called flag-of-convenience registries are Panama, Liberia, Vanuatu, Bahamas, Marshall Islands, Cyprus and Malta.

Runaway shipowners also use a series of services from various parts of the globe to make it more difficult to assert legal actions against their vessels.

For example, the Cyprus-flag *Aghia Markella* is owned by an Athens, Greece-based company. It is crewed by four Greek officers. The remaining crewmembers are Filipino. The company's

classification society Kaiji Kyokai (NK) based firm. The bulk cargoes all over

Relentless Pursuit

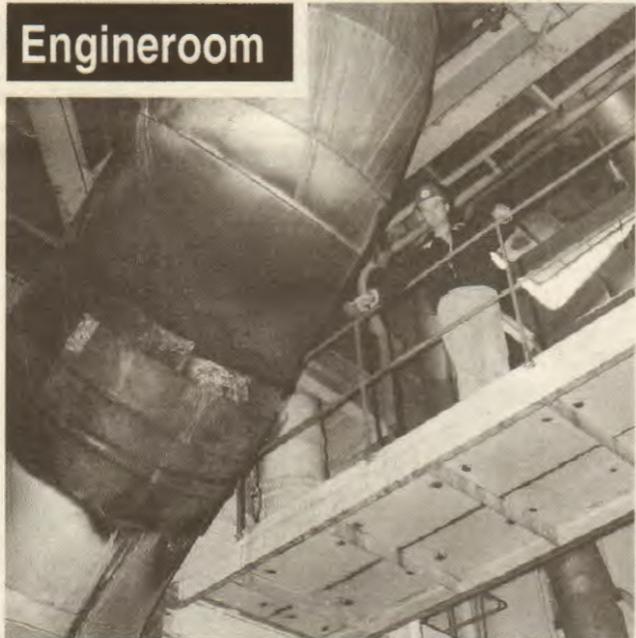
The *Aghia Markella* is carrying its bulk cargo of Jamaican bauxite, when the boarding party covered the dilapidated vessel and its large gear. He contacted

In turn the Canadian Coast Guard solicited the help of Jim Given, an inspector with the International Transport Workers Federation (ITF), which the world's largest unions belong, has chased runaway-flag ships from the seas and, in some cases, upgraded the substance of such vessels.

Bare Bones

Given said the crew members were stunned by the extent of the corrosion that the vessel had sustained. "This is r

Engineroom



The ship's main exhaust is patched together with the shell of an oil drum. The mending does not work and exhaust pours into the engineroom and crew quarters.



The emergency fire dampers at the top of the engineroom are so debased that the safety system is rendered useless.



The cylinder in the piston is measured by Canadian authorities and the ship's classification society representative to determine wear to the engine. They find it severely worn from its original condition.

Deck



The deck of the 13-year-old Cyprus-flag ship is corroded beyond recognition.



Forepeak aft, full oil drums are stowed in an area not designated for storage of hazardous materials. Not only is there no way to contain a fire in this area but also the barrels are blocking exits.



The crew attempted to board the ship but were turned away by Canadian Coast Guard representatives.

Dangerous Conditions

Epitomizes Substandard Shipping

ity is Nippon (K), a Tokyo-vessel carries er the world.

of Runaways

Markella was car-o, in this case up the Saint November 4, ng pilot dis- dated state of ck of working the CCG.

Canadian Coast assistance of r for the Inter- port Workers The ITF, to 's seamen's a campaign to lag shipping short of that, to andard condi- ls.

Maintenance

CCG inspec- by the condi- On deck, the sion indicated not been main- ot the way a

Canadian or a U.S. shipowner would operate a vessel. The maintenance would get done under- way. This shipping company seemed to have the philosophy of doing as little as possible—just keep the ship floating," surmised Given.

In the engine room, Given and the CCG representatives found equipment had been damaged from fires. The main engine cylinders were found to have such extensive wear that the equipment's manufacturer later told the CCG he was surprised they were running.

Given said the main engine exhaust had a crack that the crew had attempted to repair by cutting a 45-gallon drum in half and using it to patch the break. The juryrigging did not work, and carbon monoxide exhaust billowed into the engine room and crew quarters, Given learned.

Intolerable Living Conditions

Given also inspected the crew's quarters and talked with the Filipino seamen aboard. He learned that the crewmembers

slept in "hot beds." While the crewmembers worked 12-hour shifts, a single bed would be available to one crewmember for half the day and to another for the other 12 hours.

None of the fo'c's'les had toilets, Given observed. The only toilet aboard the ship was on the captain's deck. The seamen simply defecated in pails and tossed the contents overboard. They urinated over the side of the ship, Given said.

The drinking water on the ship was contaminated and stores consisted of rice, potatoes and bread. "There was barely any food aboard," reported Given. "It was very rare for the crew to get any fresh vegetables, or even canned vegetables." What little stores were available were infested with cockroaches, Given said. The insects were everywhere—even the captain's deck was teeming with roaches.

Inspecting the medical supplies, Given found the medicines' expiration dates had long since passed. "The medical supplies were so old that they probably would have killed whoever used

them rather than making them better."

The crew was not equipped for a Canadian winter. Not only did the seamen have no cold weather clothing, but the heat on the ship did not work. And the only space heater aboard was in the captain's quarters.

Seamen Ill-Prepared

In addition to talking to the crew about their conditions, Given witnessed a number of incidents which testified to the inexperience of the seamen working aboard the *Aghia Markella*. He noted that broken ropes were knotted, rather than spliced. Likewise, wire rope was not spliced but shackled. "What a hazard," Given commented. "The way they had repaired the rope there were too many weak links. It makes for a very dangerous situation if that rope snaps under pressure."

Given also heard a CCG inspector ask one of the engine department crewmembers to bring a certain wrench. The seaman returned with the entire toolbox because he could not distinguish the requested tool.

The crew had very little safety training. The way they were living proved this, reported Given. The messman smoked in his fo'c's'le where barrels containing oil were stored. An AB who kept paint and lumber in his

accommodation also used a hot plate in the room.

Given observed that seamen ran extension cords willy-nilly throughout the house making it impossible to seal watertight doors and fire doors. Drums of petroleum products and other materials were stored in rooms not certified for such use because they were without independent fire-extinguishing systems. Additionally, the materials were stowed in such a way as to block exits.

Crew Exploited

The ill-prepared seamen were supplied to the ship's management company by a manning agency in the Philippines. The crewmembers told Given that the manning agent had the seamen sign blank contracts before leaving for the ship, where their tour of duty would be 12 months. It was not until a seaman was at sea on the *Aghia Markella* that he learned what he would be paid.

The salaries of the crew were below the ILO minimum wage for seamen, Given discovered. But the Filipino crew had not protested the violation because they were intimidated by the presence of five relatives of the manning agent who were aboard the vessel as the radio operator and junior officers.

Given moved to rectify the illegal pay. As a result of his inter-

vention, Lombard Shipping raised the pay of the seamen to the ILO minimum. Originally making \$440 per month for a 160-hour month and 120 hours of overtime, the crew's pay was raised to \$774 a month. This represented payment for overtime as well as the minimum wage of \$356 per month established for the world's seamen by the International Labor Organization (ILO), an agency of the United Nations.

Hardly the Worst

Given, who sailed for many years on Canadian-flag ships, said that many Canadian and American seamen could not imagine a ship as bad as the *Aghia Markella*. "For a Canadian seaman, going aboard a foreign-flag ship like this is a real eye-opener. You just don't see conditions like this on one of our ships. Canadian seamen know how to splice rope. They know their wrenches."

But as one Filipino crewmember pointed out to Given, the *Aghia Markella* is not the most offensive runaway-flag ship sailing on the high seas. "I've been on worse ships," the ship's cook told Given.

The *Aghia Markella* looked like it had been through a war, concluded Given. "But actually it wasn't a war, it was just a shipowner's greed."

Galley



Rolls brought to the crew by the ship's agent are immediately covered with cockroaches.

The cupboard is bare on this runaway ship. The crew's diet consists of rice, potatoes and bread. The only meat on the ship was so rotten it filled the house with a permeating stench.

House and Fo'c's'le



A "hot bed" is standard for the seamen of the *Aghia Markella*. Crewmembers not only share rooms but also beds.



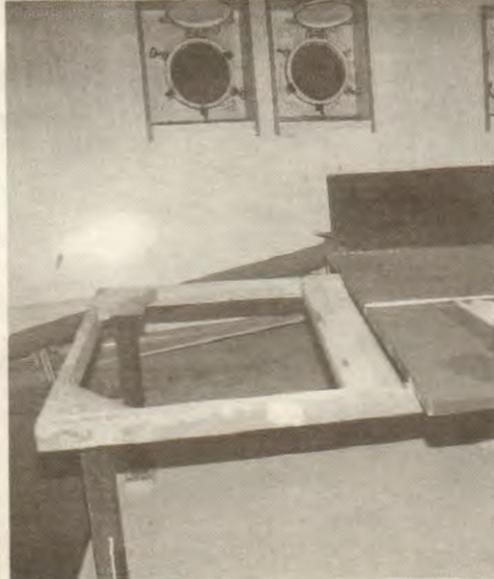
Electrical cords running through doorways make it impossible to utilize watertight and fire doors.



Rooms that are strictly certified for crew accommodations are used for the storage of flammable materials.



hide the broken railing by painting over the separation. SIU give Jim Given notes that anyone who leaned against the rail board.



The rec room is a "wrecked room," notes SIU of Canada Rep. Given, who inspected the *Aghia Markella* as an ITF representative.



The messman of the *Aghia Markella*, a smoker, shares his room with gallons of oil.



None of the crewmembers have toilets in their rooms. Seamen use a pail to collect their waste.



Following their annual physicals, Gateman Jeff Johnson (left) and Wiper Mike Nelson fill out the necessary paperwork and prepare to ship out.



AB/Watchman Robert Hedine stands at the winch as supplies are brought on board the *St. Clair*.

Mild Weather, Strong Cargo Demand Shorten Winter Layup on Great Lakes



QMED Ray Soyring (left) and Wheelsman Rudy Tahtinen help ready the *Walter J. McCarthy*.



During fitout in the port of Duluth, Minn., QMED Ed Elder pumps ballast aboard the *St. Clair*.



QMED Ali Madari checks the oil in the *St. Clair's* stern thruster before sailing from the ship's winter port.



Preparing the galley of the *St. Clair* for the 1995 sailing season is Porter George Harrison.

Seafarers had to shorten their winter vacations and hustle back to their Great Lakes ships last month for what is anticipated to be a banner sailing season in 1995. The seamen joined their vessels following the brief break between winter layup and the beginning of this year's shipping period.

As QMED John Bonifas observed, "This winter layup was somewhat shorter than we are used to."

AB/Watchman Jim Lawson, who sails on the *H.L. White*, an American Steamship Company (ASC) carrier, echoed those sentiments and added, "But we're looking forward to going back."

The abbreviated break in service, in some cases as few as 30 days, occurred due to mild winter weather conditions and a high demand for the commodities transported by Great Lakes vessels.

Limited Time/Lots of Work

Because of the short time frame between shipping seasons, shipyard employees worked around-the-clock to prepare the Lakes vessels for sailing. Seafarers cleared their union halls and reported to work aboard their respective Lakers, putting gear in place and preparing the ships for their annual U.S. Coast Guard inspection.

The carriers have been prepared

for a long 1995 sailing season, because Great Lakes shipping company executives believe that the high demand for Lakes transportation services will continue unabated into early next year.

"I think it will be a great season with a lot of work," said the bosun of the *H.L. White*, William Mulcahy.

"It looks like it will be a good season with work all the way up until next January," echoed Bosun Mark Fraley, who sails aboard the *Indiana Harbor*, another ASC ship.

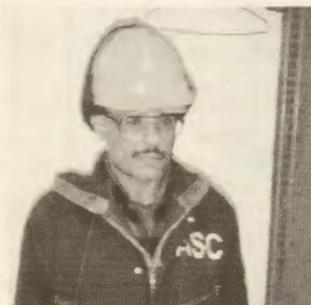
Fraley added, "We have been really busy getting all the supplies we need on board and preparing for the Coast Guard inspections."

Annually, Coast Guard inspectors board each Laker and check to ensure that all safety equipment is in working order. Also, crewmembers must demonstrate proficiency in lifeboat operations and fire fighting.

Tip Top Shape

In addition to preparing for the government agency's inspection, Seafarers readied the Great Lakes vessels for sailing. "We had a lot to do before sailing," stated Bonifas. On his ship, the *Walter J. McCarthy* (ASC), Bonifas reported that the repairs were minor, such as fixing water lines and overhauling engines.

Continued on page 18



OS Abdo Fotaih helps with chipping and painting on the *Walter J. McCarthy*.



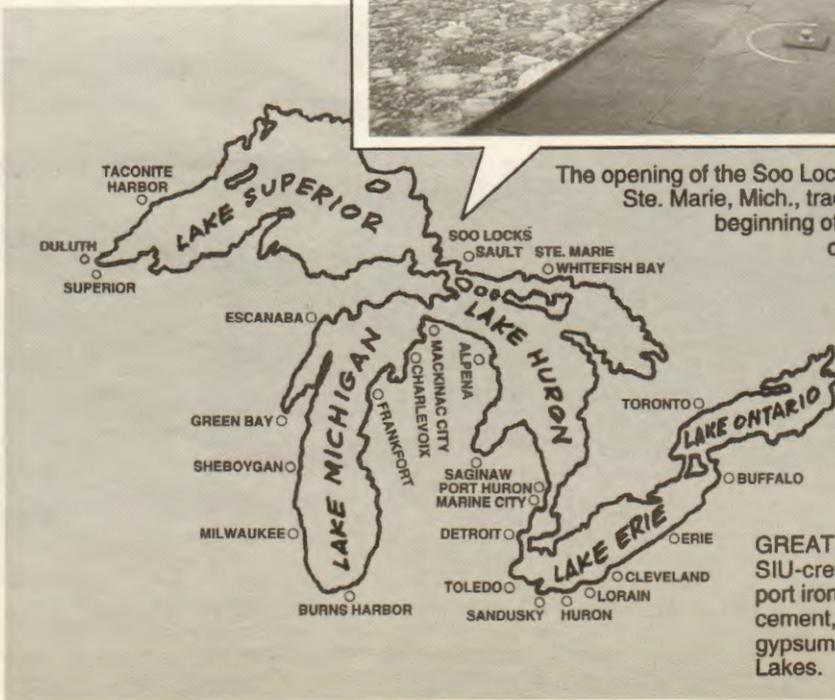
After helping with some painting on the *St. Clair*, OS Mohamed Saadi is ready for a new assignment.



The opening of the Soo Locks, located in Sault Ste. Marie, Mich., traditionally marks the beginning of the sailing season on the Great Lakes.



ABs Charles Neighbauer (left) and Thomas Palmer stand ready on deck to help load the *St. Clair's* first cargo of the season.



GREAT LAKES SIU-crewed Lakers transport iron ore, grain, coal, cement, limestone and gypsum on the five Great Lakes.

Dispatchers' Report for Deep Sea

FEBRUARY 16 — MARCH 15, 1995

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	31	38	3	27	24	3	8	57	67	15
Philadelphia	1	7	2	1	4	3	0	2	10	1
Baltimore	3	4	2	3	7	0	0	4	8	6
Norfolk	10	15	5	7	9	3	2	17	25	13
Mobile	11	15	1	11	7	0	1	15	24	2
New Orleans	15	17	2	8	18	2	2	40	31	6
Jacksonville	19	16	5	26	21	4	9	40	28	14
San Francisco	25	15	5	10	10	3	5	51	43	7
Wilmington	11	20	5	11	5	4	3	35	39	7
Seattle	18	18	2	17	15	1	11	41	39	3
Puerto Rico	5	2	1	4	3	1	3	16	7	8
Honolulu	2	18	7	5	12	9	5	5	24	9
Houston	25	21	3	20	14	5	10	37	46	8
St. Louis	0	0	0	0	1	0	0	0	1	0
Piney Point	1	2	0	0	0	0	0	1	6	2
Algonac	0	0	0	0	0	1	0	0	2	0
Totals	177	208	43	150	150	39	59	361	400	101

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
ENGINE DEPARTMENT										
New York	20	12	1	14	19	0	7	34	19	1
Philadelphia	0	3	1	0	1	0	1	2	4	1
Baltimore	3	6	1	1	5	0	0	5	10	2
Norfolk	5	7	6	4	3	2	1	8	15	13
Mobile	6	8	0	5	5	0	1	11	16	1
New Orleans	14	19	5	16	11	4	5	22	28	6
Jacksonville	10	9	3	7	7	2	5	20	26	6
San Francisco	13	8	0	5	5	0	6	24	32	2
Wilmington	2	13	2	4	5	0	0	16	22	7
Seattle	17	13	1	12	8	1	7	22	20	6
Puerto Rico	2	2	0	2	2	1	1	9	6	4
Honolulu	6	10	9	2	8	7	1	9	16	11
Houston	15	11	2	10	7	0	3	20	20	3
St. Louis	0	1	0	1	0	0	0	0	2	0
Piney Point	1	9	1	1	3	0	1	6	16	1
Algonac	0	1	0	0	1	0	0	0	0	0
Totals	114	132	32	84	90	17	39	208	252	64

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
STEWARD DEPARTMENT										
New York	15	12	0	11	5	1	3	26	22	1
Philadelphia	0	3	2	0	1	1	0	0	4	2
Baltimore	2	3	0	0	2	0	0	2	3	0
Norfolk	6	7	3	3	8	1	3	9	13	3
Mobile	6	5	0	8	2	0	0	13	10	1
New Orleans	12	6	1	5	3	1	0	17	11	2
Jacksonville	6	9	1	12	5	2	3	20	11	4
San Francisco	24	5	6	12	6	2	7	71	13	7
Wilmington	5	5	1	5	5	1	4	19	7	5
Seattle	18	5	1	13	3	0	6	34	8	3
Puerto Rico	3	0	1	0	1	0	0	5	4	4
Honolulu	11	7	4	6	2	2	2	15	15	8
Houston	9	3	2	10	4	0	3	18	10	5
St. Louis	0	0	0	0	0	0	0	1	0	0
Piney Point	3	2	0	1	0	0	0	8	4	1
Algonac	0	0	0	0	1	0	0	0	1	0
Totals	120	72	22	86	48	11	31	258	136	46

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
ENTRY DEPARTMENT										
New York	9	33	9	3	18	1	0	15	71	32
Philadelphia	0	0	0	1	0	1	0	0	3	5
Baltimore	2	5	5	2	6	0	0	0	3	10
Norfolk	3	8	13	2	8	3	0	4	16	28
Mobile	2	12	1	1	7	0	0	2	35	3
New Orleans	2	17	8	6	9	4	0	7	35	29
Jacksonville	1	13	5	0	10	2	0	1	30	22
San Francisco	9	17	10	3	9	1	0	22	30	24
Wilmington	2	9	8	5	5	0	0	9	26	23
Seattle	9	13	6	6	16	1	0	10	33	16
Puerto Rico	3	4	3	2	3	2	0	7	13	11
Honolulu	2	37	74	0	12	20	0	12	69	137
Houston	0	17	8	3	9	0	0	3	35	12
St. Louis	0	1	0	0	1	0	0	0	1	0
Piney Point	0	10	1	0	16	1	0	0	32	3
Algonac	0	0	2	0	0	1	0	0	2	2
Totals	44	196	153	34	129	37	0	92	434	357

Totals All Departments	455	608	250	354	417	104	129	919	1,222	568
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* "Total Registered" means the number of men who actually registered for shipping at the port.

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

May & June 1995 Membership Meetings Deep Sea, Lakes, Inland Waters

- Piney Point**
Monday, May 8, June 5
- New York**
Tuesday: May 9, June 6
- Philadelphia**
Wednesday: May 10, June 7
- Baltimore**
Thursday: May 11, June 8
- Norfolk**
Thursday: May 11, June 8
- Jacksonville**
Thursday: May 11, June 8
- Algonac**
Friday: May 12, June 9
- Houston**
Monday: May 15, June 12
- New Orleans**
Tuesday: May 16, June 13
- Mobile**
Wednesday: May 17, June 14
- San Francisco**
Thursday: May 18, June 15
- Wilmington**
Monday: May 22, June 19
- Seattle**
Friday: May 26, June 23
- San Juan**
Thursday: May 11, June 8
- St. Louis**
Friday: May 19, June 16
- Honolulu**
Friday: May 19, June 16
- Duluth**
Wednesday: May 17, June 14
- Jersey City**
Wednesday: May 24, June 21
- New Bedford**
Tuesday: May 23, June 20

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

Personals

WILLIAM YALE BALLOU

Anyone who knows the whereabouts of William Yale Ballou, please contact his sister, Lorraine Hopper, at 4561 Mars Drive, Manchester, MD 21102. Brother Ballou is last known to have shipped aboard an inland tug from the port of New Orleans around 1973-74.

WALTER ROGER JAMES

Anyone knowing the whereabouts of Walter Roger James, please contact his daughter, Holly Marie James, at 40 Mansfield Street, Framingham, MA 01701; or call (508) 879-8311. Brother James is last known to have shipped from the port of Seattle in 1967.

MARIO ANTHONY SANCHEZ

Please contact your daughter, Lois A. Sanchez, at 64-A Gardenia Drive, Maple Shade, NJ 08052; or telephone (609) 667-4273.

TONY TOMAS

Please contact your daughter, Samantha Tomas.

AN EXPRESSION OF THANKS FROM RONALD AUBUCHON

Recertified Steward Ronald Aubuchon extends his sincere thanks and appreciation to the SIU port representatives in St. Louis for the memorial mass conducted for Ronald's father, Roy, who passed away January 27.

Roy Aubuchon, 77, was a retired member of the Teamsters. He and his wife, Thelma, had recently celebrated their 50th wedding anniversary.

"I just want the union to know how much my family and I appreciate their support," stated Ronald Aubuchon.

Seafarers International Union Directory

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

HEADQUARTERS

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

ALGONAC

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

BALTIMORE

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

DULUTH

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

MOBILE

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

NEW BEDFORD

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

SEATTLE

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

ST. LOUIS

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

WILMINGTON

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

Dispatchers' Report for Great Lakes

FEBRUARY 16—MARCH 15, 1995

CL—Company/Lakes

L—Lakes

NP—Non Priority

*TOTAL REGISTERED
All Groups
Class CL Class L Class NP

TOTAL SHIPPED
All Groups
Class CL Class L Class NP

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

Port	DECK DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	10	0	0	6	0	0	44	5
Port	ENGINE DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	4	1	0	6	0	0	20	2
Port	STEWARD DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	3	0	0	4	1	0	14	2
Port	ENTRY DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	15	7	0	0	0	0	43	20
Totals All Departments	0	32	8	0	16	1	0	121	29

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

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

Dispatchers' Report for Inland Waters

FEBRUARY 16 — MARCH 15, 1995

*TOTAL REGISTERED
All Groups
Class A Class B Class C

TOTAL SHIPPED
All Groups
Class A Class B Class C

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

Region	DECK DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	3	0	0	2	0	0	20	2	0
Gulf Coast	10	8	8	0	0	0	11	10	13
Lakes & Inland Waters	41	0	0	16	0	0	44	0	0
West Coast	2	2	13	49	4	11	6	4	30
Totals	56	10	21	67	4	11	81	16	43
Region	ENGINE DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	2	0	0	1	0	0	2	1	0
Gulf Coast	0	0	2	0	0	0	0	1	3
Lakes & Inland Waters	17	0	0	7	0	0	26	0	0
West Coast	0	0	0	2	0	0	1	0	1
Totals	19	0	2	10	0	0	29	2	4
Region	STEWARD DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	1	0	0	1	0	0	2	0	0
Gulf Coast	3	1	0	0	0	0	4	2	1
Lakes & Inland Waters	3	0	0	3	0	0	9	0	0
West Coast	0	0	2	0	2	1	0	1	8
Totals	7	1	2	4	2	1	15	3	9
Totals All Departments	82	11	25	81	6	12	125	21	56

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

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

Are You Missing Important Mail?

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

If you have moved recently or feel

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

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

If you are getting more than one

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

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

HOME ADDRESS FORM (PLEASE PRINT) 4/95

Name _____

Phone No. () _____

Address _____

Social Security No. _____ / _____ / _____ Book No. _____

Active SIU Pensioner Other _____

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

(Signed) _____

The Seafarers Pension Plan this month announced the retirements of 16 SIU members who have completed their careers as merchant mariners.

Twelve of those signing off shipped in the deep sea division, three sailed the inland waterways and one worked in the Railroad Marine division.

Among those joining the ranks of the retirees is Brother Nick G. Kratsas, who graduated from the bosun recertification course at the Lundeberg School in Piney Point, Md.

Seven of the retiring Seafarers served in the U.S. military—three in the Army, two in the Air Force, and one each in the Navy and Coast Guard.

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

DEEP SEA



MANSOR B. ABDULLAH, 65, signed on with the Seafarers in 1969 in the port of New York.

Brother Abdullah shipped in the deck department. Born in Malaysia, he became a naturalized U.S. citizen. Brother Abdullah makes his home in California.

ROBERT L. ELLIOTT, 67, began sailing with the SIU in 1969 from the port of Seattle.



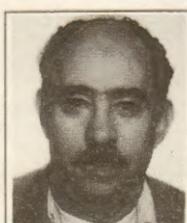
Born in Minnesota, Brother Elliott sailed in the engine department. He served in the U.S. Army from 1946 to 1949. Brother Elliott has retired to Texas.



MARTIN A. FOX, 49, joined the Seafarers in the port of New York after graduating from the

Andrew Furuseth Training School in 1964. He sailed in the engine department and upgraded to QMED at the Lundeberg School in Piney Point, Md. Born and raised in Maryland, Brother Fox continues to make his home there.

AL AHMED ISMAEL, 54, signed on with the SIU in 1967 in the port of San Francisco. He



sailed as a member of the steward department. Born in Yemen, Brother Ismael became a naturalized U.S. citizen. He presently lives in California.

**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.



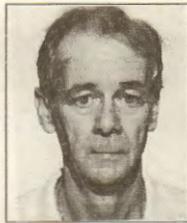
BARNEY JOHNSON, 66, began sailing with the union in 1968 from the port of Norfolk, Va. Born in

South Carolina, Brother Johnson shipped in the steward department. He served in the U.S. Navy from 1946 to 1966. Brother Johnson has retired to Alabama.

NICK G. KRATSAS, 48, graduated from the Andrew Furuseth Training School in



1964 and joined the union in the port of New York. Sailing in the deck department, he upgraded frequently at the Lundeberg School and completed the bosun recertification course there in 1979. He served the union as a patrolman in New Orleans from 1979 to 1983 and as port agent in Baltimore from 1990 to 1992. Brother Kratsas was born and raised in Maryland and continues to live there.



JAMES S. MANNETTE JR., 58, began sailing with the Seafarers in 1958 from the port of

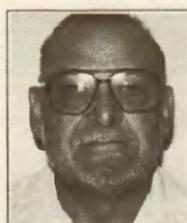
New York. A native of Pennsylvania, Brother Mannelle shipped in both the deck and engine departments and upgraded at the Lundeberg School. He served in the U.S. Coast Guard from 1953 to 1957. Brother Mannelle currently resides in Louisiana.



VICTOR M. SANTOS, 63, joined the union in the port of New York following his graduation from the Andrew Furuseth Training School in 1960.

Brother Santos shipped in the engine department. He has retired to his native Puerto Rico.

JULES STANN, 67, joined the SIU in 1973 in the port of New Orleans. Born in Louisiana, Brother



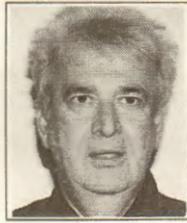
Stann sailed as a member of the deck department. He served in the U.S. Army from 1950 to 1953. Brother Stann continues to reside in Louisiana.



WILLIAM STEVENS, 55, joined the union in 1957 in the port of New York after graduating from the

Andrew Furuseth Training School. He sailed in the deck department. Born in New York, Brother Stevens now resides in New Jersey.

ATHANASIOS K. VASSILIKOS, 53, signed on with the SIU in 1968 in the port of Houston.



He sailed in the deck department and upgraded to QMED at the Lundeberg School. Born in Athens, Greece, Brother Vassilikos now lives in Maryland.

OSCAR C. WILLIAMS, 65, began sailing with the union in



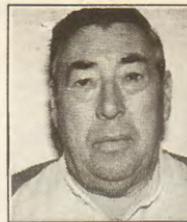
1970 from the port of San Francisco. Born in Arkansas, Brother Williams shipped in both the engine and steward departments and upgraded at the Lundeberg School. He currently resides in California.

INLAND

BOBBY JOE BROGLEN, 62, signed on with the Seafarers in 1974 in the port of New York. Boatman Broglen shipped in the engine department. A native of Arkansas, Brother Broglen has retired to Alabama.



WILLIAM L. HYNSON, 65, signed on with the union in 1968 in the port of Baltimore as



a licensed towboat operator. He sailed as mate and later as tug captain. The Maryland native

served in the U.S. Air Force from 1950 to 1952. Boatman Hynson continues to reside in Maryland.

WILLIAM SHUBERT, 63, began sailing with the Seafarers in 1973 from the port of St. Louis. The



North Carolina native shipped in the deck department. He started as a deckhand and worked his way up to mate. He served in the U.S. Air Force from 1951 to 1960. Boatman Shubert has retired to North Carolina.

RAILROAD MARINE



JOHN A. FORSYTHE, 65, signed on with the Seafarers in 1960 in the port of New York. Born in New Jersey, Brother Forsythe continues to reside in his home state.

**Seamen Who Saw War Service
May Still Apply for Bars, Medals**

Merchant mariners who supported America's armed forces during World War II, Korea and Vietnam are eligible to receive medals to supplement war zone ribbon bars previously awarded them.

Medals to Accompany Ribbon Bars

According to the Maritime Administration (MarAd), more than 12,400 mariners were awarded the Merchant Marine Defense Bar for service between September 8, 1939 and December 7, 1941. Those mariners are eligible for the Merchant Marine Defense Medal.

Another 143,000 seamen received the Atlantic War Zone Bar for service during World War II between December 7, 1941 and March 2, 1946, while 111,000 received the Pacific War Zone Bar for similar service. Those mariners are eligible for the Atlantic War Zone Medal and the Pacific War Zone Medal, respectively.

An additional 94,000 bars for service in the Mediterranean-Middle East War Zone between December 7, 1941 and November 8, 1945 were presented. Mariners who received those bars also may receive the corresponding medal.

More than 2,000 mariners received the Korean Service Bar for sailing between June 30, 1950 and September 30, 1953 in waters adjacent to Korea. They are eligible for the Korean Service Medal.

Five thousand seamen were given the Vietnam Service Bar for sailing between July 4, 1965 and August 15, 1973 in waters adjacent to Vietnam. They are eligible for the corresponding medal.

All of the recipients of the war zone bars are eligible to obtain the corresponding medals. The immediate families of deceased mariners also are eligible to receive the medal in behalf of the seaman.

Some mariners who sailed in these wars never applied for the war zone ribbon bars they had earned. They may still do so. Applicants must provide proper documentation to MarAd of their merchant marine service in order to be considered for the ribbon bars and medals. The documentation must include the mariner's full name, z-card number or book number and copies of voyage discharge certificates. Inquiries should be directed to the Office of Maritime Labor & Training, Attention: Awards, Maritime Administration, Room 7302, 400 7th Street SW, Washington, DC 20590.

MarAd has entered into agreements with several companies to supply the medals and decorations to eligible mariners at cost. Be sure to request a list of the medal vendors.

U.S. merchant mariners who sailed in the convoy runs to Murmansk during WWII should apply for that medal directly from the Russian government—not from MarAd. Requests should be sent to the First Secretary and Consul, Russian Embassy Consular Division, 1825 Phelps Place, NW, Washington, DC 20008.

The interested seaman must provide documentation of service in WWII and, specifically, evidence of having sailed on vessels engaged in one or more convoys to Murmansk or Archangel. Include the following information: full name and current mailing address, full copy of merchant marine veterans DD Form 214 ("Certificate of Release or Discharge from Active Duty") and a list of the name(s) of the vessel(s) sailed on during the convoys to Murmansk or Archangel.



The Mariner's Medal (above) is just one of a number of medals being issued to merchant mariners who served in WWII, Korea and Vietnam. This particular medal was awarded to a seaman who, while serving on a ship from December 7, 1941 to July 25, 1947, was wounded or suffered physical injury as a result of an act by an enemy of the U.S.



Registering at the Duluth hall for the new Great Lakes sailing season is Porter James Beaudry.



Conveyorman Daryl Overby assists in loading supplies aboard the *Indiana Harbor*.



Working in the *Indiana Harbor's* bilge during fitout, QMED Michael La Bar helps prepare the vessel for the 1995 sailing season.

Lakers Are Ready For 1995 Season

Continued from page 14

"The ship is just like a little city. Everything has to be functioning properly in order for it to function as a whole," Bonifas said. "We had to be sure that the alarm systems on the four engines were in excellent condition and that everything that we took apart to get ready for the winter was put back together."

Bonifas noted that the *McCarthy* would sail on March 23 from its winter port of Superior, Wis. with a load of coal destined for St. Clair, Essexville and Monroe, Mich. The QMED said the ship would leave in time to reach the Soo Locks, located at Sault St.

Marie, Mich.

Traditionally, the opening of the Soo Locks marks the official start of the annual Great Lakes sailing season.

Jumping the Gun

Some ships did not wait for the Soo Locks to open to begin their 1995 runs. Among those ships was the Seafarer-crewed *Buffalo* (ASC), which began shuttling iron ore between Cleveland and Lorain, Ohio on March 14. Two days later, Inland Lakes Management's *Alpena* departed Cleveland with a load of cement bound for Alpena, Mich.

With the Soo Locks open, the *Indiana Harbor* was scheduled to

sail at the end of March, picking up a load of taconite, a low grade iron ore, in Taconite Harbor, Minn. and proceeding to Lorain. The *White* was due to load either iron ore, stone or coal, and deliver the commodity to ports on the lower lakes.

The remaining U.S.-flag Great Lakes vessels will begin their voyages between the end of March and the first weeks of April, according to Glen Nekvasil of the Lake Carriers' Association. "Every ship that is able to sail, will be in service early this year," projected Nekvasil.

Future Looks Rosy

That contrasts with the 1994 sailing season, Nekvasil pointed out. Due to heavy ice formations last year, Lakes vessels got a late start, missing opportunities to carry available cargo.

Nekvasil is optimistic about this year's shipping prospects for Lakes vessels. "Demand is still going strong for everything on the Great Lakes. We are picking up where we left off when the '94 season ended," he said.

The 1994 season, despite its late start, had a strong finish in late January 1995, transporting more than 115 million tons of cargo between Great Lakes ports.



Wiper Charles Holtrey checks a pump on board the *Indiana Harbor*.



Posing for the camera while working on deck, *Walter J. McCarthy* crewmembers include, from left, Bosun Michael Schaff and AB/Watchmen John Clark, Charles Richardson and Larry Dahl.



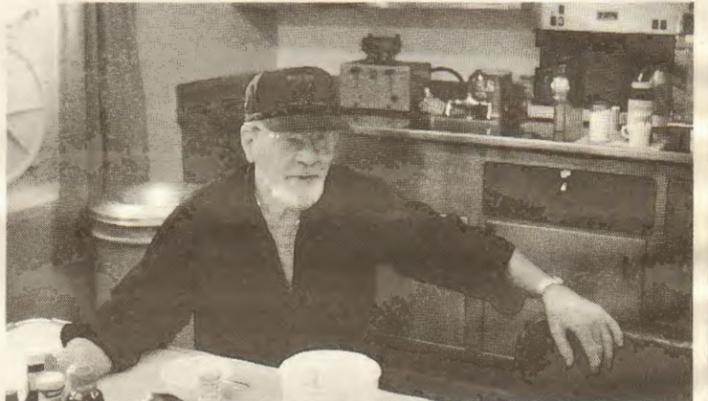
Conveyorman Abdo Yahya (left) and Gateman Scott Hill work in the *Walter J. McCarthy's* cargo hold during fitout.



In the engine room of the *Indiana Harbor* is Wiper Jack Povaser.



QMED John Bonifas heads for his security watch aboard the *Walter J. McCarthy*.



QMED Ed Brink stops to enjoy a cup of coffee in the galley during his break aboard the *Walter J. McCarthy*.



All set for the 1995 sailing season aboard the *Walter J. McCarthy* are Wheelsmen Lowell Amundson (left) and John Norton.



OS Yehia Saeed reports for work on the *Walter J. McCarthy*.



Chains are hung in an orderly fashion aboard the *Walter J. McCarthy* by Wiper Mohamed Omer.



In the *Indiana Harbor's* conveyor shop, Gateman Floyd Larson gathers the tools he will need for fitout.

Digest of Ships Meetings

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

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

LEADER (Kirby Tankships), November 29—Chairman Patrick Rankin, Secretary Howard Williams, Educational Director Richard Gracey. Secretary noted everything running smoothly. Ship to pay off every month in port of New Orleans. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate. Crew thanked galley gang for job well done. Next port: New Orleans.

SEA-LAND SPIRIT (Sea-Land Service), December 11—Chairman Howard Gibbs, Secretary Steve Apodaca, Educational Director Charles Henley, Deck Delegate M. Sorenson, Engine Delegate Donnie Hester, Steward Delegate Arthur Medieros. Secretary encouraged members to upgrade skills at Lundeberg School in Piney Point, Md. Educational director stressed importance of donating to SPAD. Treasurer announced \$73 in movie fund. No beefs or disputed OT reported. Chairman reminded crew to secure exercise room after use. Next port: Honolulu.

SEA-LAND TRADER (Sea-Land Service), December 4—Chairman Larry Watson, Secretary Ron Flunker, Educational Director Milton Sabin. Chairman thanked crew for good trip and announced payoff in Tacoma, Wash. He stressed importance of safety aboard ship and reminded crewmembers to check z-card expiration date. Bosun wished entire crew Merry Christmas and Happy New Year. Secretary thanked deck and engine department for help in getting ship clean. He thanked galley gang for help in putting out a "blue plate" Thanksgiving dinner. Educational director advised members to upgrade skills at Piney Point. No beefs or disputed OT reported.

SEALIFT ARCTIC (Sealift, Inc.), December 27—Chairman Warren Blankenship, Secretary Beverly Harris, Educational Director Neil Carter. Chairman reminded crewmembers of special smoking hours in crew lounge. Educational director discussed new tanker safety class being offered to crewmembers at Paul Hall Center. Chairman thanked all departments for jobs well done and gave special thanks to deck department for painting mess halls.

1ST LT. ALEX BONNYMAN (Maersk Lines), January 27—Chairman John Russell, Secretary Billy Gigante, Educational Director Sean Hall, Deck Delegate Sean Flaherty, Engine Delegate James Hill, Steward Delegate Thomas McCurdy. Crew morale good following long voyage from Diego Garcia to Jacksonville, Fla., chairman noted. Educational director reminded members to upgrade at Piney Point. Crew discussed possible uses for ship's fund: VCR tape rewinder, weights for gym, universal remote control for TV and VCR and new videotapes. Crew gave vote of thanks to steward department for job well done. Chief cook thanked deck and engine departments for help and cooperation during long trip. Crew noted that after massive struggle reeling in a 17-foot hammerhead shark from the Diego Garcia Lagoon, AB Bill Hamilton said, "We don't have these in Cleveland!"

LNG LIBRA (ETC), January 15—Chairman Bert Gillis, Secretary M. Ruggiero, Educational Director Paul Peterson, Deck Delegate Norman Armstrong, Engine Delegate Endang Abidin, Steward Delegate Brian McEleney. Educational director stressed importance of upgrading at Lundeberg School. Treasurer reported \$2,403 in ship's fund. No beefs or disputed OT reported. Crew discussed President Michael Sacco's report in *Seafarers LOG*. Chairman reminded members to return all movies for inventory. Next port: Osaka, Japan.

OMI SACRAMENTO (Vulcan Carriers), January 29—Chairman Ray Gorju, Secretary Dante Slack, Educational Director Brian Monneljohn, Deck Delegate George Giraud, Steward Delegate Earl Matthews. Chairman noted mattresses ordered and expected to arrive this trip. He announced payoff in New Orleans and asked crew to leave keys with department heads. Bosun thanked everyone for good trip and urged eligible crewmembers to upgrade at Piney Point. No beefs or disputed OT reported.

SEA-LAND ATLANTIC (Sea-Land Service), January 1—Chairman William Stolty, Secretary Richard Hicks, Educational Director William Cameron. Chairman noted good trip so far and announced pay off upon arrival in Charleston, S.C. Educational director advised members to check December *LOG* for Paul Hall Center upgrading schedule for 1995. No beefs or disputed OT reported. Crew requested bus to provide service from ship to gate in Rotterdam during nighttime hours. Crew ex-

cellent job preparing meals. Crew also thanked galley gang for midnight dinners over Christmas holidays.

SEA-LAND INNOVATION (Sea-Land Service), January 15—Chairman Nathaniel Leary, Deck Delegate Oliver Balico, Engine Delegate Juan Toro, Steward Delegate William Muniz. Chairman reported ship will tie up to sea buoys in Boston. He thanked galley gang for job well done and announced payoff in New Jersey. He encouraged members to upgrade at Piney Point at earliest convenience. No beefs or disputed OT reported. Chairman reminded members to read *Seafarers LOG*, have all credentials available when going to union hall to throw in for jobs and renew seamen's documents.

SEA-LAND INNOVATOR (Sea-Land Service), January 7—Chairman John Stout, Secretary D. Clay, Educational Director David Bautista, Deck Delegate Charles Howell, Engine Delegate Steve Rollins, Steward Delegate M.F. Abuan. Crew requested new tiles for mess decks, fo'c's'le and crew passageways. Chairman reminded each member to clean room before signing off and leave key for next occupant. He noted repair list posted and reminded members to check z-cards for renewal dates. Educational director urged members to upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Crew asked that canned juices be put in glass or plastic containers, labeled, dated and left out for daily consumption by crewmembers. When space permits, steward will comply with request. Next port: Long Beach, Calif.

SEA-LAND LIBERATOR (Sea-Land Service), January 21—Chairman Joel Miller, Secretary James Harper. Chairman reported everything going well aboard ship. No beefs or disputed OT reported. Due to Christmas holiday, *Liberator* spent two days in Manila, Philippines—the first time for a D-9 type vessel, said crew. Next port: Long Beach, Calif.

SEA-LAND PACIFIC (Sea-Land Service), January 16—Chairman Lothar Reck, Secretary George Bronson, Educational Director Lorance Pence, Deck Delegate Thor Waagsbo, Engine Delegate Stephen Shafer, Steward Delegate Dien Short. Chairman informed members of importance of fire safety—knowing where fire stations are located, procedures to follow and use of emergency gear. He asked members to donate to SPAD and check with immigration and customs upon arrival in port. He also reminded members to clean cabins and leave fresh linens for next occupants and to keep laundry room and crew lounge clean. Educational director advised members to upgrade at Paul Hall Center. Treasurer announced \$400 in ship's fund. No beefs or disputed OT reported. Crew extended special vote of thanks to steward department for job well done and for fine holiday meals. Next port: Tacoma, Wash.

SEA-LAND PRODUCER (Sea-Land Service), January 22—Chairman K.C. McGregor, Secretary Donna Jean Clemons, Educational Director Jim Smitko, Deck Delegate John Emrich, Engine Delegate Louie Diaz, Steward Delegate Paula Kaleikini. Chairman reminded crew to return videotapes to video room after viewing. Deck delegate asked contracts department to clarify emergency leave. No beefs or disputed OT reported. Crew announced arrival of new *Seafarers LOGs* and noted special holder for *LOGs* by electrician's room. Crew thanked galley gang for great food at Sunday barbecue. Next port: Oakland, Calif.

STONEWALL JACKSON (Waterman Steamship Co.), January 29—Chairman Carl Lineberry, Secretary Ernest Hoitt, Educational Director Wayne McKeehan, Deck Delegate John Lewis, Engine Delegate Crescencio Suazo, Steward Delegate John Bennett. Chairman reported one last stop at Suez Canal before return voyage to United States. He added first port of call will be Newport News, Va., then New Orleans. Secretary stated union forms available on board for all crewmembers. Educational director urged members to upgrade and improve job opportunities at Piney Point. Treasurer announced \$480 in ship's movie fund. No beefs or disputed OT reported. Chairman noted *Seafarers LOGs* received in Singapore. Crew discussed value of rotary shipping and seafaring requirements. Crew requested larger refrigerator. Vote of thanks extended to galley gang for

SEA-LAND CHALLENGER (Sea-Land Service), February 12—Chairman Roy Williams, Secretary Herbert Scybes, Educational Director J.E. Williams, Steward Delegate Rios Osvaldo. Chairman announced payoff upon arrival in Elizabeth, N.J. Crew requested new TV and VCR for lounge. Crew discussed holiday pay and overtime. Secretary noted garbage disposal still in need of repair. No beefs or disputed OT reported. Crew thanked galley gang for job well done.

SEA-LAND EXPEDITION (Sea-Land Service), February 19—Chairman Paulino Flores, Secretary Edgar Vazquez, Educational Director Sam Negron. Chairman noted everything going smoothly. Vessel due to go into shipyard but date and place still unknown. No beefs or disputed OT reported.

Pulling Together



When word came of the death of OS Jimmy S. Whiting's father-in-law last December, the crew of the cables ship *Long Lines* took up a donation to help with burial costs. Presenting the gift to Whiting (left) are Bosun Pete Amper (center) and Chief Steward Mike Bonsignore. The photo was taken by Eddie G. Morre, splicer/joiner aboard the vessel.

excellent job preparing meals. Crew also thanked galley gang for midnight dinners over Christmas holidays.

LNG AQUARIUS (ETC), February 4—Chairman John Thompson, Secretary Franklin Robertson, Educational Director Ralph Gosnell, Engine Delegate Bruce Smith, Steward Delegate Rafael Cardenas. Chairman noted quality of meats aboard ship being addressed by company. Bosun discussed end of tour and changeover of crew. He reminded members to pay attention to details and avoid accidents. He announced crew will be allowed to leave luggage on ship until travel time back to United States. Educational director reminded members to upgrade at Lundeberg School. Deck delegate asked contracts department to clarify overtime policies. Crew thanked contracts department for quick response to previous requests. No beefs or disputed OT reported.

LNG LEO (ETC), February 5—Chairman Philip Parisi, Secretary David Pappas, Educational Director Paul Pagano, Deck Delegate Mustari Lalong, Engine Delegate Richard Harris, Steward Delegate Glenn Williams. Chairman and crew discussed letter from SIU members aboard *LNG Taurus*, sent by the contracts department, concerning working procedures in deck department. Decision made to hold shipboard meetings with all ABs to discuss current operating procedures of day watchstanding and work schedules. Treasurer announced \$351.18 in ship's fund. No beefs or disputed OT reported. Crewmembers discussed using ship's fund to buy videotape rewinder, refrigerators, VCR head cleaner and board games. Crew observed one minute of silence in memory of departed SIU brothers and sisters.

SEA-LAND FREEDOM (Sea-Land Service), February 17—Chairman Steve Copeland, Secretary Ed Haber, Educational Director David Gordius, Deck Delegate R. Los, Steward Delegate M. Baker. Crew discussed reflagging of *Sea-Land Freedom*. Crew had some questions for contracts department regarding expiration of articles. Educational director stressed importance of continued education at Piney Point. No beefs or disputed OT reported. Crew thanked galley gang for excellent chow and clean ship. Next port: Singapore.

LONG LINES (Transoceanic Cable), February 23—Chairman Hilary Dombrowski, Secretary D. Collison, Educational Director Joe Algieri, Deck Delegate Eddie Morre, Engine Delegate Shawn Clark, Steward Delegate Kenneth Cabato. Chairman noted ship on stand-by status in Sand Island, Hawaii, waiting to sail to Japan to load cable for world's longest continuous laying of cable. He thanked crewmembers for working hard to prepare ship for voyage and historic event. Educational director urged members to upgrade at fine facilities at Paul Hall Center. Treasurer announced \$615 in ship's fund. No beefs or disputed OT reported. Crew requested new washers and dryers in laundry room. Crew discussed using ship's funds to buy new games and playing cards. Next port: Hitachi, Japan.

OMI DYNACHEM (OMI), February 11—Chairman Larry Kunc, Secretary Matthew Scott, Engine Delegate Hassin Asumari, Steward Delegate Thomas Kreis. Chairman thanked crewmembers for job very well done. He announced payoff in Houston. Educational director reminded members to continue to upgrade at Piney Point and donate to SPAD. Treasurer announced \$150 in ship's fund. No beefs or disputed OT reported.

HIGHLIGHTS

1st Lt. Alex Bonnyman—AB lands 17-foot hammerhead shark from Diego Garcia lagoon during a break.

Long Lines—Crew prepares for world's longest continuous cable laying operation.

Sea-Land Liberator—Spends two days in Manila, Philippines—a first for a D-9 vessel.

OMI Dynachem—Educational director stresses need to donate to SPAD.

tended special vote of thanks to steward department for job well done, and steward thanked crew for helping keep mess hall clean.

SEA-LAND ENDURANCE (Sea-Land Service), January 22—Chairman Tom Trehern, Secretary Ruebin Galleguillos, Deck Delegate E. Sparkes. Chairman asked contracts department for

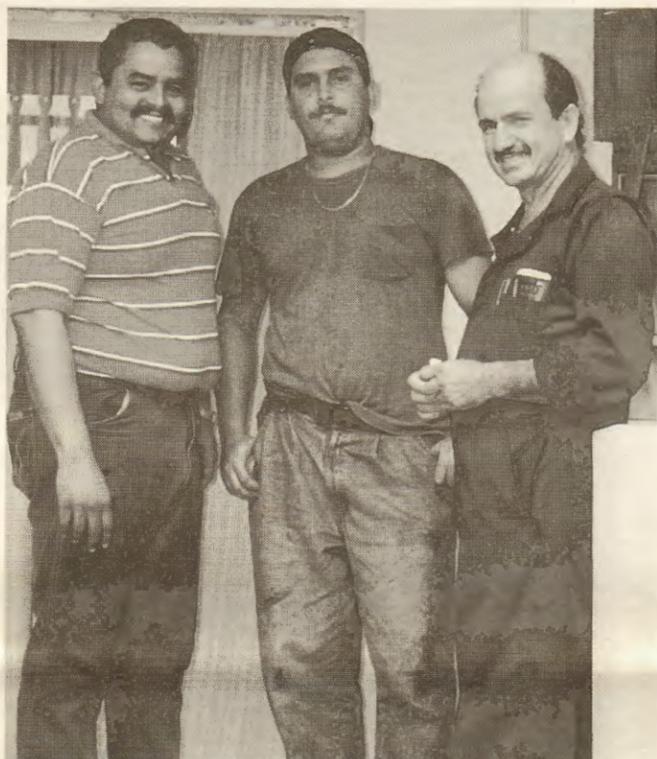
Crowley's Ubiquitous Caribbean Seafarers

There is not a single maritime service that the Seafarers who work from Crowley's Puerto Rico base cannot do. Whether it is operating ship docking tugs, navigating ocean-going tugs and barges that sail between the eastern seaboard of the United States and Puerto Rico, lightering all around the Caribbean or handling oil spill response equipment, Seafarers get the job done.

In addition to operating different types of marine equipment, Seafarers also maintain the vessels and their engines and gear. And, often, the San Juan-based Seafarers are dispatched throughout the Caribbean—to St. Croix, St. Thomas, St. Kitts and nearby islands—to unload bunkers and perform other tasks.

Because Crowley Marine Service Inc.'s unit in San Juan is the world's largest roll-on/roll-off barge operation, Seafarers work around-the-clock on tugs that guide 580-foot and 730-foot barges.

Crowley Marine Service Inc.'s parent company, Crowley Maritime Corp., is based in San Francisco.



Crowley Seafarers deliver bunker fuel to vessels throughout the Caribbean. Taking a break during a St. Kitts-based fuel transfer are (from left) Lino Colon, a former SIU tankerman who now works as a supervisor, and tankermen Melvin D. Cardoza and William Viust.



It is the end of the work day for Seafarers at Crowley's Puerto Rico division, which has the largest fleet of marine equipment serving the Caribbean. At pier 10 are (left to right) Senior Captain Robert Candelario; Port Captain John Velez; Tankermen J. Diaz, P. Navarro, R. Diaz, P. Pizarro; and Cook A. Collazo.



Working at Crowley is a Rodriguez family affair. Orlando Rodriguez (left) sails as a cook, while his brother, Miguel, works as a vessel mechanic asea and ashore.



Looking back on the times they shared at Crowley are QMED Tony Mohammed (left) and Captain Victor Rivera. Mohammed currently sails as a chief electrician. Rivera sails aboard Crowley tugs.

Know Your Rights

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

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

SHIPPING RIGHTS. A member's shipping rights and seniority are protected exclusively

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

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

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

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

EDITORIAL POLICY —

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

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

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of the SIU constitution are available in all union halls. All

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

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

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

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

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

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

Final Departures

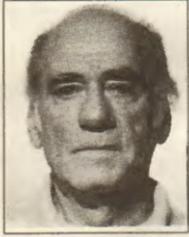
DEEP SEA

MARLOW C. BARTON



Pensioner Marlow C. Barton, 68, passed away February 17. A native of Alabama, he began sailing with the Seafarers in 1947 from the port of New Orleans. Brother Barton shipped in the deck department. He served in the U.S. Army from 1950 to 1952. Brother Barton retired in April 1984.

JAMES A. BROWNE



Pensioner James A. Browne, 76, died January 22. Born in New York, he signed on with the SIU in the port of Boston in 1953. Brother Browne shipped as a member of the deck department. A World War II veteran, he served in the U.S. Army from 1940 to 1943. Brother Browne began receiving his pension in August 1984.

ARTHUR C. CAMPBELL



Pensioner Arthur C. Campbell, 70 passed away February 3. He joined the union in 1960 in the port of New Orleans. Brother Campbell sailed in the deck department and completed the bosun recertification course in 1975 at the Lundeberg School in Piney Point, Md. Born in Nicaragua, he retired in April 1990.

CHARLES A. CARR



Pensioner Charles A. Carr, 88, died February 16. He began sailing with the SIU in 1947 from the port of New York. Brother Carr shipped in the steward department. A veteran of World War II, he served in the U.S. Army from 1942 to 1945. Born in Panama, Brother Carr began receiving his pension in January 1976.

LAVERN COATS



Pensioner Lavern Coats, 72, passed away February 7. A native of Mississippi, he signed on with the Seafarers in 1953 in the port of Baltimore. Brother Coats shipped in the engine department. During World War II, he served in the U.S. Navy from 1943 to 1946. Brother Coats retired in January 1983.

JUAN A.G. CRUZ



Pensioner Juan A.G. Cruz, 71, died February 3. Born in Puerto Rico, he began sailing with the union in 1948

from the port of New York. Brother Cruz sailed in the engine department and upgraded to QMED at the Lundeberg School. He began receiving his pension in January 1984.

JAMES M. EDMONDS



Pensioner James M. Edmonds, 74, passed away February 11. Born in South Carolina, he signed on with the Seafarers in 1951 in the port of Mobile, Ala. He sailed in the deck department. Brother Edmonds retired in March 1986.

FLORIAN J. GLINSKI



Pensioner Florian J. Glinski, 70, died January 13. A native of Wisconsin, he joined the SIU in 1944 in the port of New York. He shipped in the deck department. Brother Glinski began receiving his pension in August 1981.

ISIDRO GONZALEZ



Pensioner Isidro Gonzalez, 84, passed away January 21. Brother Gonzalez began sailing with the Seafarers as a charter member in 1938 from the port of Philadelphia. He shipped in the steward department. Brother Gonzalez retired in December 1971.

ALGERNON B. GRIFFITH



Pensioner Algernon B. Griffith, 77, died February 19. He joined the SIU in 1945 in the port of Baltimore and sailed as a member of the steward department. Born in British Guiana, he became a naturalized U.S. citizen. He began receiving his pension in November 1982.

DELOSS C. HARMAN



Pensioner Deloss C. Harman, 72, passed away January 24. A native of Pennsylvania, he began his sailing career with the union in 1952 in the port of Mobile, Ala. He shipped in the engine department. Brother Harman retired in November 1984.

THOMAS N. JOHNSON



Pensioner Thomas N. Johnson, 84, died February 6. Born in Virginia, he joined the SIU in 1946 in the port of New York. Brother Johnson shipped in the deck department. A veteran of World War II, he served in the U.S. Army from 1941 to 1945.

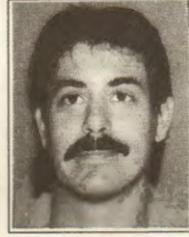
Brother Johnson began receiving his pension in May 1975.

JAMES H. MOORE



James H. Moore, 67, died December 27, 1994. Born in Washington state, he signed on with the SIU in 1956 in the port of Seattle. Brother Moore sailed in the deck department. A World War II veteran, he served in the U.S. Navy from 1942 to 1943.

WILLIAM J. MULLINS



William J. Mullins, 40, passed away December 23, 1994. A native of Texas, he joined the Seafarers in 1974 in Port Arthur, Texas. He also completed the Lundeberg School's training course for entry level seamen that year. Sailing in the deck department, Brother Mullins upgraded regularly at Piney Point.

ALEXANDER R. NOBLE



Pensioner Alexander R. Noble, 89, died October 20, 1994. A native of Australia, he began sailing with the Marine Cooks and Stewards in 1937, before that union merged with the SIU's AGLIWD in 1978. He last sailed on the SS *Monterey* in 1962. During World War II, he served in the U.S. Coast Guard. Brother Noble retired in February 1963.

CARMELO RIVERA



Pensioner Carmelo Rivera, 77, passed away January 17. Born in Puerto Rico, he joined the Marine Cooks and Stewards in the port of Wilmington, Calif., before that union merged with the SIU's AGLIWD. Brother Rivera began receiving his pension in April 1982.

JUAN RODRIGUEZ



Pensioner Juan Rodriguez, 87, died February 23. He signed on with the Seafarers in 1944 in the port of Baltimore. Brother Rodriguez shipped in the steward department. A native of Puerto Rico, he retired in July 1974.

ISOM SAULSBERRY SR

Pensioner Isom Saulsberry Sr., 89, died December 23, 1994. He joined the Marine Cooks and Stewards in 1944, before that union merged with the SIU's AGLIWD. Born in Louisiana, Brother Saulsberry retired in December 1966.

ROOSEVELT L. SILAS

Pensioner Roosevelt L. Silas, 91, died December 18, 1994. A native

of Texas, he began sailing with the Marine Cooks and Stewards in 1951, before that union merged with the SIU's AGLIWD. Brother Silas retired in October 1977.

J.P. SIMMONS



Pensioner J.P. Simmons, 77, passed away December 5, 1994. He joined the Marine Cooks and Stewards in 1957 in the port of San Francisco, before that union merged with the SIU's AGLIWD. A veteran of World War II, he served in the U.S. Army from 1941 to 1945. Born in Texas, Brother Simmons began receiving his pension in July 1983.

CHARLES S. SMITH



Pensioner Charles S. Smith, 77, died February 14. Born in Louisiana, he began his sailing career with the Seafarers in 1947 in the port of New Orleans. Brother Smith shipped in the steward department. A veteran of World War II, he served in the U.S. Army from 1940 to 1945. Brother Smith retired in May 1983.

JUAN M. SOTO



Pensioner Juan M. Soto, 81, passed away February 11. A native of Puerto Rico, he signed on with the SIU in 1942 in the port of New York. He sailed in the deck department. Brother Soto began receiving his pension in March 1969.

ROBERT STRONG

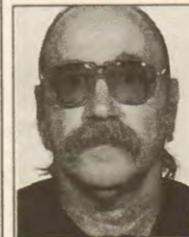
Pensioner Robert Strong, 83, passed away June 24, 1994. Brother Strong joined the Marine Cooks and Stewards in 1942, before that union merged with the SIU's AGLIWD. He began receiving his pension in November 1972.

WILLARD J. TAYLOR



Pensioner Willard J. Taylor, 68, passed away February 28. Born in Pennsylvania, he began sailing with the Seafarers in 1947 from the port of Philadelphia, Pa. Brother Taylor shipped in the deck department. He served in the U.S. Army from 1943 to 1946. Brother Taylor began receiving his pension in July 1991.

MARCUS THOMAS



Marcus Thomas, 54, died February 8. A native of Illinois, he signed on with the SIU in 1966 in the port of New Orleans. He then completed the Lundeberg School's training course for entry level seamen. Brother Thomas shipped in the deck department and

upgraded at the Lundeberg School. Brother Thomas served in the U.S. Air Force from 1957 to 1958.

TEODORO VALERIO



Pensioner Teodoro Valerio, 58, died February 12. He signed on with the Seafarers in 1968 in the port of New Orleans. Brother Valerio sailed in the deck department. Born in Honduras, he became a naturalized U.S. citizen. Brother Valerio began receiving his pension in September 1994.

HOWARD M. WEBBER



Pensioner Howard M. Webber, 67, passed away February 7. The Ohio native began sailing with the SIU in 1946 from the port of New York. Brother Webber sailed in the deck department and upgraded regularly at the Lundeberg School, completing the bosun recertification program there in 1980. Brother Webber retired in 1990.

INLAND

ROBERT L. ARTIOLI III



Robert L. Artioli III, 41, died January 21. The Florida native signed on with the SIU in 1981 in the port of Jacksonville, Fla. Boatman Artioli sailed in the deck department as a mate and upgraded at the Lundeberg School. He served in the U.S. Marine Corps from 1972 to 1974.

RICHARD H. DIX



Pensioner Richard H. Dix, 65, passed away January 30. Born in Virginia, he joined the Seafarers in 1962 in the port of Norfolk, Va. Boatman Dix shipped in both the engine and deck departments. He served in the U.S. Army from 1951 to 1958. Boatman Dix began receiving his pension in November 1991.

BEVERLY SUE HARRIS



Beverly Sue Harris, 46, passed away February 27. Born in Tennessee, she joined the Seafarers in 1980 in the port of Houston. A member of the steward department, Sister Harris last sailed as a chief cook.

GREAT LAKES

JAMES E. DONER

James E. Doner, 46, died January 3. Born in Wisconsin, he began sailing with the Seafarers in 1970 from the port of Algonac, Mich. Brother Doner sailed in both the steward and deck departments. He served in the U.S. Army from 1965 to 1968.

Lundeberg School Graduating Classes



1st Class Pilot— Inland members graduating from the 1st class pilot course on March 2 are (from left) David Sundling, Thomas Stropich, Jerry Stropich and Jim Brown (instructor).

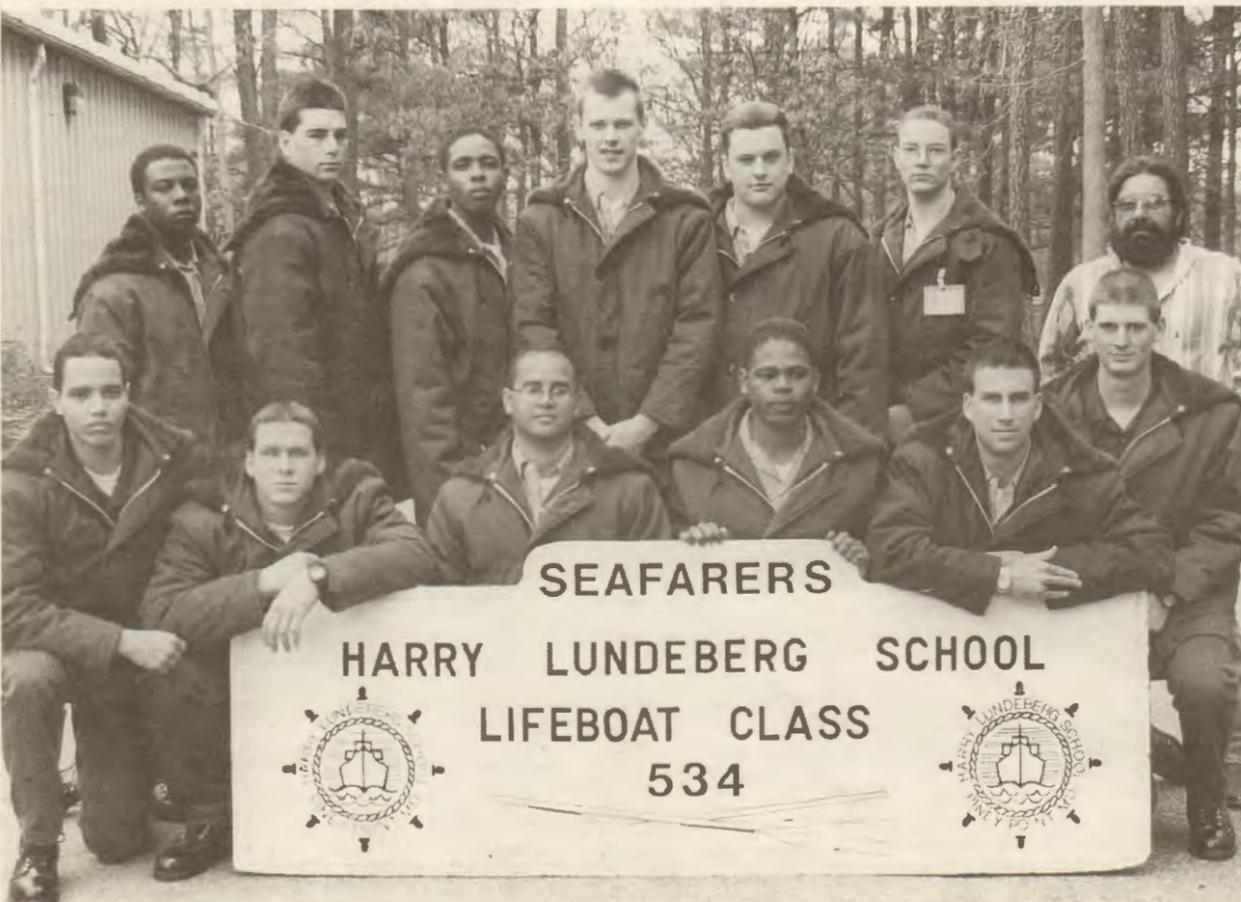
Marine Electrical Maintenance I— Upgrading SIU members completing the marine electrical maintenance I course on February 15 are (from left, kneeling) John Osburn Jr., Dennis S. Riley, Sean Nolan, (second row) Robert Mayer, John P. Groom, Robert E. Warren, DiMarko L. Shoulders Sr., George E. Hoopes and Mark Jones (instructor).



200 Tons Master/Mate Class— Completing the 200 tons master/mate class on March 2 are (from left) James A. Hebert, Denis W. Abshire, Lionel J. Paul, Larry S. DeWitt and Jim Brown (instructor).



Power Plant Maintenance— Graduating from the new power plant maintenance course on February 15 are (from left, kneeling) Michael S. Novak, John R. Day, Jorge Bonelli, (standing) Dan Holden (instructor), Glenn Snow and Daniel Boutin.



Trainee Lifeboat Class 534— Graduating from trainee lifeboat class 534 are (from left, kneeling) Hector J. Ginel, Scott A. Miller, Oscar R. Torres, Norman Barbosa, Charles W. Abell, Chad R. Fluharty, (second row) Kevin J. Williams, Jayson D. Miller, Troy D. Garcia, Brian Tessmer, Jason Smith, Cody Roy Lepretre and Bob Boyle (instructor).



Upgraders Lifeboat— Isidro Palacios (left) is congratulated by his instructor, Troy Guber, after completing the upgraders lifeboat course on March 7.

**HELP SPAD
MAKE SURE
CONGRESS
REMEMBERS!**

CONTRIBUTE TO THE
SEAFARERS POLITICAL
ACTION DONATION

LUNDEBERG SCHOOL 1995 UPGRADING COURSE SCHEDULE

The following is the course schedule for classes beginning between April and September 1995 at the Seafarers Harry Lundeborg 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.

Please note that students should check in the *Friday before* their course's start date. The courses listed here will begin promptly on the morning of the start dates.

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	July 31	October 20
Bridge Management (Shiphandling)	April 24 July 17	May 5 July 28
Lifeboatman	July 17	July 28
Limited License/License Prep.	July 3 September 25	August 11 November 3
Radar Observer/Unlimited	April 17 May 22 July 10 August 14 September 25	April 21 May 26 July 14 August 18 October 29
Third Mate	August 28	December 15

All students must take the Oil Spill Prevention and Containment class.

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Firefighting	September 11	September 22
Oil Spill Safety Recertification	April 27 May 25 June 22 July 20 September 21	April 27 May 25 June 22 July 20 September 21
Oil Spill Prevention & Containment	August 7	August 11
Sealift Operations and Maintenance	June 5	June 30
Tanker Operations	April 24 May 22 June 19 July 17 August 14 September 11	May 19 June 16 July 14 August 11 September 8 October 6

Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	May 1	June 5
Steward Recertification	July 3	August 7

Steward Upgrading Courses

Course	Start Date	Date of Completion
Assistant Cook/Cook and Baker, Chief Cook, Chief Steward	April 7 June 16 August 25	June 30 September 8 November 17

Engine Upgrading Courses

Course	Start Date	Date of Completion
QMED - Any Rating	August 14	November 3
Diesel Engine Technology	July 3	July 28
Refrigeration Technician Certification	April 17 June 19 June 26	April 21 June 23 June 30
Fireman/Watertender & Oiler	May 1 August 7	July 14 October 20
Hydraulics	June 5	July 7
Marine Electrical Maintenance I	May 22 July 31	June 30 September 8
Power Plant Maintenance	April 24 July 17	June 2 August 25
Pumproom Maintenance	September 11	September 22
Refrigeration Systems & Maint.	August 28	October 6
Refrigerated Containers	April 24	May 19
Welding	April 24	May 19
Basic Electronics	May 8	June 2
Marine Electronics	June 5	June 30

All students must take the Oil Spill Prevention and Containment class.

Inland Courses

Course	Start Date	Date of Completion
Deck Inland	May 29 August 14	June 9 August 25
Designated Duty Engineer/ Limited License/License Prep.	April 10 July 24	April 21 August 4
Engineroom Familiarization	April 10	April 21
Radar Observer/Inland	May 8	May 12
Welding	May 22	June 2
Electronics	July 17	July 28

Additional Courses

Course	Start Date	Date of Completion
GED Preparation	May 1 August 22	July 21 November 10
Adult Basic Education (ABE) and English as a Second Language (ESL)	April 3 June 5	May 26 July 28

Deck and Engine Department College Courses

Course	Start Date	Date of Completion
Session II	June 5	July 28
Session III	September 5	October 27

UPGRADING APPLICATION

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

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____
 Seniority _____ Department _____
 U.S. Citizen: Yes No Home Port _____
 Endorsement(s) or License(s) now held _____

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

If yes, class # _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

Do you hold the U.S. Coast Guard Lifeboatman Endorsement?
 Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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



PLANNING A SUMMER VACATION?
 The Lundeberg School can provide you and your family with the makings of a memorable summer vacation. For additional information and rates, see page 11.

Seaman/Poet/Writer/DJ Cushman on Seafaring:

'The Freedom to Live a Dream'

"If I were asked to describe my life as a Seafarer in only one word," AB Michael Cushman told a reporter for the *Seafarers LOG*, "I would say that word is freedom—freedom to see the world and to live the life of other people's dreams."

Living life to the hilt comes easily to the multi-talented AB. In addition to using his career as a seaman to visit faraway places, Cushman, a 1980 Lundeberg School graduate, writes prose and poetry, is a part-time disc jockey and bicycles his way around different ports on the Great Lakes.

All his endeavors are possible, he believes, because of the independence being a Seafarer gives him.

"Being a sailor is kind of the last job where you can have true adventures," said Cushman, whose first ship, coincidentally, was the *Sea-Land Adventurer*.

"When you sail on a ship, you can go to different places, far away from where you live and have never been before. You can meet different people and fill your life with things that those who have the same routine day in and day out only wish they had the freedom to do," added the AB. "And the beauty of it all is that I get paid."

In the last 15 years, the Michigan native has sailed to 18 different countries, as well as to numerous U.S. ports, aboard SIU crewed tankers, bulk carriers, roll-on/roll-off vessels, containerships and tugs. And now, following in the footsteps of his step-father, Cushman sails aboard a cement carrier, the *Medusa Challenger*.

In addition to his SIU career, which spans deep sea and Great Lakes' sailing assignments and includes experience in all three shipboard departments, Cushman finds time for other pursuits. Those sailing experiences provide the material for much of the seaman's prose.

Recording the Memories

Cushman has written a series of manuscripts (currently under review by a publishing house) that describe different aspects of shipboard life.

When Seafarers are not hard at work aboard ship, there is a lot of time spent alone, miles out to sea, away from any form of civilization, the seaman notes. "I choose to fill that time by writing. It not only passes the time but also helps me get things out and on paper. I write about whatever is on my mind, but when I write about sailing, my thoughts and words are geared toward the sailors of the world, because we all have a lot in common," he said.

Cushman has written a year-long diary of his life as a deckhand. He also has written about his travels and adventures, work on freighters, general maritime information and sailing terms.

In one of his manuscripts, Cushman describes a trip through the Suez Canal into the Red Sea and the ship's stopover in several Saudi Arabian ports.

In another account, he recalls a time when he and several crewmembers rode in a cattle trailer into the town of Dubai.

The seaman even recalls a time when he hitchhiked across the desert to another small town in Saudi Arabia.

"It was the first time I had ever been to Saudi Arabia, and after all the work was done on the ship, we had a bit of free time," recalled Cushman. While most of his crewmembers headed for the Seaman's Club, the AB decided he would take the opportunity to seek adventure.

"All I really knew was that the town was somewhere off to the left [of the ship], so I took off into the desert and hitched a ride into town," said Cushman.

The manuscript goes on to describe that

when he met up with the other crewmembers at the Seaman's Club, he enjoyed a camel burger. "It was so good that I had two!" exclaimed the AB.

Cushman currently is working on two new books and hopes they will be published. The first is a novel based on the life of a seaman who gives up sailing to become "a type of modern-day Daniel Boone" by moving into the woods and "living the simple life." The second is a manual of money-saving tips designed to be useful for everyone.

Poetic Soul

Cushman has an extensive collection of poetry he also has written over the years; many of his poems have appeared in the *Seafarers LOG*.

Through his poetry, the Seafarer often describes people and ships as one and the same. He also writes about events closer to home. A poem entitled "Alexander Kane Cushman" was written for, and about, his young son and was published in the *LOG* last year. It reads:

After nine months of construction, the vessel Alexander Kane Cushman was ready to be launched with many hopes and dreams that this vessel will always sail calm seas, yet when stormy, sail brave and strong to the dawn of a clear new day.

As this vessel sets to the sea, the sea of life, it's my wish to you that each voyage be filled with happiness

and joy and each adventure profitable.

Cushman's poetry reflects his love of the sea, his compassion for sailors of the world, and the effect sailing has had on his own life.

Riding the Air Waves

When he signs off a Great Lakes' vessel to enjoy a little down time, the SIU member becomes "Michael J," the 90.1 WLSO-FM radio disc jockey who entertains radio listeners in the Sault Ste. Marie, Mich. area with his humorous discussions and musical selections.

Known as "Radio Clash," Cushman's show airs out of Lake Superior State University in Sault Ste. Marie and combines alternative rock and classic blues.

"I began the show to develop my skills as a disc jockey so that I would always have an alternative career if I someday I could not sail," Cushman said. "It also helps pass the time while on the ship and fill the time between sailing seasons," he added.

Cushman's audience is relatively small and is made up of college students and local residents, he noted. "I pick the music based on my own tastes and it turns out that it is the same stuff my audience enjoys," he said.

Cushman encourages "audience participation" during his radio show through call-in discussions, request lines and by urging local artists to send in samples of their writing and music to be aired.

The AB added that such a practice encourages local writers and bands to have their work advertised during radio time which he notes is "free advertising and which is enjoyed by everyone."

A Bike in Every Port

In addition to being a writer and disc jockey, Cushman is known around the ports of Ferrysburg, Detroit and Grand Haven, Mich. for his bike riding.

While sailing to different ports on the Great Lakes, Cushman keeps "a bike in every port" to facilitate his trips between the dock and the town. When the ship is in port and all work has been done, the AB gets on his bike and rides into town to enjoy a few hours of free time before the ship sails again.

True Brotherhood of the Sea

While Cushman has many interests, his first love is the sea.

"There is a true brotherhood of the sea from ship to ship and across the waters. All mariners look out for one another, just like members of a family do," said Cushman.

In fact, just two days after his son was born, Cushman and his new baby, Alexander, visited the crew aboard the *Medusa Challenger*. "The guys all love him. We are all like a big family and now Alexander is the newest member. I bring him down to the docks to visit all the time," stated Cushman.

Cushman noted that it is this same family-like feeling that he enjoys most about the SIU.

"If I didn't have the SIU, I wouldn't have had the travel, friends or adventures that I have experienced during my sailing years," Cushman continued.

He added that he has no plans to stop sailing. "Even if one of my books or a radio show is a big hit, I will never give up my career as a Seafarer. It is a job unlike any other. As a Seafarer you have the power to make of yourself whatever you want to be, and I have made it a job that I love and myself into someone I can be proud of," concluded the seaman/poet/writer/DJ.



Below is an excerpt from one of Michael Cushman's book manuscripts. The AB writes on many topics that concern seamen.

A storm is a fact that all of us as sailors have to deal with in our own way, mostly by just not thinking about it. But when it's rough out and the ship is in a good roll, it's kind of hard not to think about it. Some of the thoughts a sailor has in a storm are, what will I do if she breaks up? What about my family? You think about your life and what it has been and what it will be like in the future, if there is a future. When the storm has passed by, you simply thank God and keep on sailing.

Seafaring DJ rocks Great Lakes with Radio Clash

When Michael Cushman of Charlevoix isn't helping crewmembers on the *Medusa Challenger*, he's on the radio. "Radio Clash," a show that airs on 90.1 WLSO-FM Lake Superior State University in Sault Ste. Marie, Mich., is a mix of alternative rock and classic blues. Cushman manages to produce his show and sailing on the same time. "I also have a book about sailing that I've published and it's available on radio today," he says. "I also do some work on the radio. I like to tape acts from other areas and Milwaukee and then I'll play whatever I want in funny, rocky ways." Cushman is also the author of a fund-raising book for the "Make my day, punk" design by Harry Elms and you get a lot of the mayhem possible on Radio Budd never had it so good. — By Alan T. Anthony

Alexander Kane Cushman (right) frequently visits the Great Lakes vessels with his father AB Michael Cushman.

Technology

Michael Cushman, right, sells the Great Lakes on the *Medusa Challenger*, using his spare time to work on his alternative rock radio show.

"Michael J" is how AB Michael Cushman is known by radio listeners in the Sault St. Marie area. He has become fairly popular among his audience, as this Charlevoix, Mich. newspaper notes.

Dwarfed by the *Medusa Challenger's* propeller, while the vessel was in the shipyard for routine work, is AB Michael Cushman.