

SEAFARERS LOG



Volume 54, Number 5

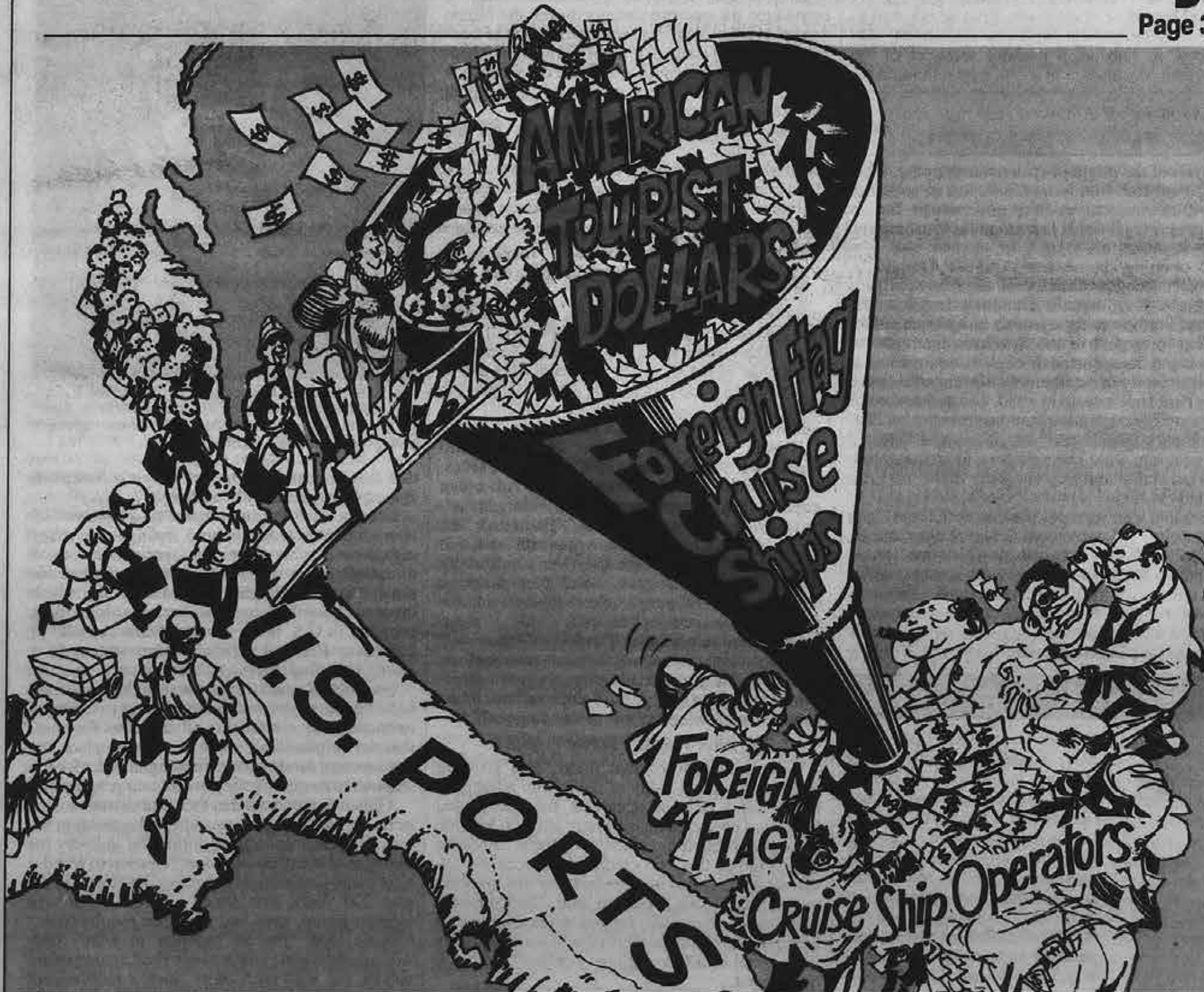
May 1992

Foreign-Flag Cruise Ship Profits

\$BILLIONS\$

-Not One Cent to U.S. Treasury

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America Is Missing Out

While hundreds of thousands of vacationing Americans are pouring millions of dollars annually into foreign-flag cruise ship operations, the American economy and treasury are suffering from a lack of funds. National leadership on the cruise issue could stimulate an economic revival in at least one sector and provide substantial employment opportunities for Americans. Articles on page 3.

President's Report

Maritime on White House Agenda

The Bush administration has formed a policy group to take up the issue of what can be done to make U.S. shipping competitive with its foreign counterparts. This is good news.



Michael Sacco

To have a national policy that ensures that the United States has a commercial fleet operating under the Stars and Stripes requires the attention of the White House. Meaningful reforms that have bolstered the American merchant marine have only come about in U.S. history when there has been a commitment on the part of the nation's highest office to such a program.

For the past two decades, Congress has done its part to support a U.S.-flag fleet. But bold and sweeping initiatives only can come about with the active participation of the president. Because the maritime industry has never been made up of one dominant company or a single union or been the concern of only one sector of the government, leadership on a presidential level working in tandem with Congress has been the key element in bringing together the various forces in the U.S. merchant marine.

And presidential leadership in this area is only fitting because the fact is that American shipping touches concerns of many segments of govern-

ment—for example: the military's ability to transport materiel, the movement of aid cargoes, bilateral relations with other nation states, energy policy, the ability of U.S. manufacturers to export, among many others. Shipping also spans many aspects of the nation's interests—national defense, economic security and—less tangible but perhaps as important—our position as a world power. In the history of the modern world, every dominant power has had a naval and commercial fleet of substance. At the heart of being a world power has been dominance of commercial navigation.

The structure of the working group makes us somewhat cautious. The group contains representatives of many of the government agencies that have traditionally been cool toward U.S.-flag shipping—such as the State Department and the Agriculture Department. However, this is where strong presidential leadership can overcome differences in setting policy.

The SIU, for its part, will keep an open mind. The situation is urgent and we welcome any movement that will result in a program that keeps the U.S.-flag on the high seas and in ports around the world.

In the final analysis, we must give our all to every chance to save U.S. shipping. It is a matter of the welfare of our country. It is a matter of job security and job opportunities for our people. This is a fight worth fighting because American ships are good for America.

Hall Lecturer Reviews Plight of American Merchant Marine

1970 Act Architect Says New Ships Key to U.S. Fleet's Future

To have a viable U.S. merchant marine in the future, American shipowners must be allowed to replace aging tonnage with new equipment, said Andrew E. Gibson, a primary architect of the Merchant Marine Act of 1970, who delivered his

The full text of Gibson's 1992 Paul Hall Memorial Lecture appears on pages 16-17.

analysis of the plight of American shipping in the 1992 Paul Hall Memorial Lecture to an audience of 140 representatives from government, the industry and legal fields last month in Washington, D.C.

In opening the session, Captain Donald L. Keech, executive director of the University of Southern California's Hancock Institute for Marine Studies, said the lecture series is named for the late president of the Seafarers International Union and is supported through an endowment at the University of Southern California established after Paul Hall's death in 1980. The endowment is supported through contributions from the late SIU president's friends and associates who believed this program would be a fitting way to memorialize Paul Hall's unifying influence in the maritime industry.

Gibson, who serves as the Emory S. Land Chair of Maritime Affairs at the U.S. Naval War College, also called on the military to clearly define its need for new vessels based on a realistic and credible war scenario of the future so that the debate on the need for a U.S.-flag commercial fleet can move forward without getting bogged down in speculation on Navy building needs.

Gibson, who served as assistant secretary of commerce for maritime affairs during the Nixon administration, said that among the factors contributing to the demise of the American merchant marine is government inaction and the industry's failure to shed public perception that U.S. shipping is a group of subsidy recipients.

It was during the late '60s and early '70s that Gibson worked with Paul Hall to achieve the Merchant Marine Act of 1970, Herbert Brand recalled. Brand serves as chairman of the Paul Hall Memorial Committee and was an activist during the fight for the 1970 act.

Gibson and Hall Shared a Goal

During his remarks introducing the 1992 Paul Hall lecturer, Brand said it was particularly appropriate that Andrew Gibson be selected as this year's lecturer. "Andy Gibson and Paul Hall had a close relationship and a shared goal—to reverse the decline of the U.S.-flag merchant fleet and to bring about a public policy that acknowledged the essentiality of a strong shipping capability as a national security must," said Brand.

Gibson, who was president of Delta Steamship Lines and a senior executive of Grace Lines, pointed out that to be successful American shipowners must concentrate on providing "excellent service at competitive rates." To do that, "the owner must have the best equipment and that means that aging ships must be continually replaced by better ones. And they must be replaced at prices comparable to the best that the competition can obtain," he said.

That need raises some questions, Gibson said. "Will the shipbuilders and their congressional allies allow changes to existing law, permitting companies to acquire foreign built ships and still retain access to non-defense government cargoes?"

Attrition Warfare Is Not Probable

Gibson also noted that there "is a growing realization among many of those who attempt to frame future defense strategies, that the United States has entered a phase where attrition warfare is neither probable nor of major concern." Because it is believed that "no credible war scenario envisions a prolonged non-nuclear war that involves major ship losses," Gibson said, "procurement policies that continually support defense industries based on the claim that this type of surge capacity is essential in a future global conflict" are being questioned.

"Until the Department of Defense is willing to define clearly the amount of shipbuilding capacity required to construct future U.S. naval vessels, the proponents of a shipbuilding mobilization base sufficient to sustain the merchant fleet in a sea war of attrition, may well prevail," Gibson said. "The result will be, not any new ships, but the throttling of any serious consideration of removing legisla-



The 1992 Paul Hall Memorial lecturer, Andrew E. Gibson, presented his views on America's maritime dilemma to an audience of more than 140 representatives of government and the shipping industry.

tion that is a major cause of denying American shipowners the ability to compete."

Gibson cited the importance of a presidential commitment to U.S. shipping, noting it was a key ingredient in achieving national policies dedicated to sustaining an American merchant marine. He noted that the 1970 Merchant Marine Act, which brought about the largest peace time shipbuilding program in U.S. history, was a "direct result" of President Richard Nixon's commitment to a strong U.S.-flag shipping capability.

President Ronald Reagan on the other hand may have "doomed our international fleet to eventual extinction" by eliminating all subsidies for commercial shipbuilding while leaving in place the requirement for domestic building in order for the shipowner to qualify for government programs.

Gibson pointed out that the administration used as its excuse for failing to address the problem the lack of a clear consensus within the industry for any type of maritime program. "One has to wonder how many government programs developed in the past 200 years, that directly affected a diverse interest group, ever had a similar requirement," Gibson said. "For an industry in which both management and labor not only fight among themselves, but with each other, such a requirement makes fulfillment impossible and the imposed condition an absolute mockery."

Gibson also argued that shipping companies have hurt themselves by allowing—since the 1936 Merchant Marine Act—the label of recipients of

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Volume 54, Number 5

May 1992



The Seafarers LOG (ISSN 0160-2047) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters District; AFL-CIO; 5201 Auth Way; Camp Springs, Md. 20746. Telephone (301) 899-0675. Second-class postage paid at MSC Prince Georges, Md. 20790-9998 and at additional mailing offices. POSTMASTER: Send address changes to the Seafarers LOG, 5201 Auth Way, Camp Springs, Md. 20746.

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Philly-Camden Ferry Goes Seafarers

Employees of a new ferry which runs between Philadelphia to Camden, New Jersey across the Delaware River, have designated the Seafarers as their bargaining representative. In turn, the company—Riverbus, Inc.—has recognized the SIU as the union representing its ferry employees.

The ferry began operating March 31—exactly 40 years after daily passenger ferry service had been halted between Penn's Landing,

For additional photos of crew, see back page.

Philadelphia's waterfront park and Cooper's Ferry in Camden. Through its first three weeks, the ferry transported more than 40,000 passengers.

A pair of rotating four-person crews mans the ferry boat, named the Delawhale, with a third crew scheduled to be added in the near future. A night maintenance person also works aboard the 400-passenger ferry.

Deckhand **Robert Habina** said he wanted to sign up with the Seafarers. "I joined for the benefits, the



The crewmembers working aboard the 100-foot Delawhale just signed on with the Seafarers. The ferry, which began operation March 31, reinstates a service that had stopped 40 years ago.

camaraderie and the job security," he told a LOG reporter. "I also knew the SIU is a large union and I appreciate its political stance."

The ferry service is scheduled to run every day of the year. Crewmembers work a two-days-on, two-days off schedule. The ferry runs from 7 a.m.

to 6:45 p.m. weekdays, 9 a.m. to 8:45 p.m. Saturdays and 9 a.m. to 5:45 p.m. Sundays. This month the ferry will begin expanded summer hours.

Foreign Cruise Ships in U.S. Markets: Billions in Profits, Zero in Taxes

While they exploit American pastures in the form of American passengers and American ports, foreign flag ship operators are racking up billions of dollars in profits without forking over a cent to the U.S. treasury for taxes.

America's coffer is being robbed directly of corporate income taxes while also losing the personal income taxes of thousands of American workers who are shut out of shipboard employment opportunities on these foreign flag ships. What makes this particularly painful to the American people is that this comes at a time when the U.S. is experiencing severe economic hardship.

Dominated by seven companies, each with a host of subsidiary groups, cruise enterprises have made billions off the American market over the past decade, a period in which this sector of the maritime industry has grown by leaps and bounds. Eighty five percent of all cruise ship passengers are American and 80 percent of the itineraries involve American ports—primarily those in southern Florida, and these figures have remained constant as more and more people look to cruises for their vacation plans.

The biggest beneficiary of this tax evasion scheme is Carnival Cruise Lines, the largest of the world's passenger ship operations. Carnival aims its marketing initiatives at the American public. The result is that of the 3,640,000 Americans who took a cruise vacation in 1990, one out of four did so on a Carnival ship. The other Americans sailed on ships of six major cruise companies and vessels of scores of smaller cruise operations.

\$502.5 Million Profits, No U.S. Taxes

Controlling some 26 percent of the North American market, Carnival collected \$502.5 million in profits from 1985 to 1988 and paid zero in U.S. taxes.

(Recently, Carnival has coughed over a few bucks to Uncle Sam because it acquired a subsidiary with a land-based tour and hotel business—which does not enjoy the tax evasion scheme that foreign-owned shipping does. The company, however, continues to not pay a dime on profits from its shipping operation.)

For all practical purposes, Carnival is an American company. The American-owned corporation is headquartered in Miami and operates ships sailing from southern Florida ports catering

to U.S. vacationers who generate cruise revenues of \$1.2 to \$1.3 billion per year for the company.

But because Carnival is technically a shipping company that is a controlled foreign corporation, it is exempt from paying U.S. federal income tax. With an incorporation in Panama, and with ships registered in Panama, Liberia, Bahamas, British Virgin Islands and the Netherlands Antilles, Carnival escapes U.S. tax laws.

Carnival's competitors also rake in billions in profits made from operating out of U.S. ports and carrying American passengers. And, like Carnival, these companies escape taxes to the U.S. government on profits attributable to American sources.

Most Cruise Passengers Are Americans

The fact that the nation's tax laws allow Carnival and other cruise companies with significant U.S. operations to evade their responsibilities to the American treasury has come to the attention of millions of Americans through an investigative report on the U.S. economy written by *Philadelphia Inquirer* journalists Donald L. Barlett and James B. Steele. Their nine-part series entitled *America: What Went Wrong?* also has been published as a book and is the basis for two episodes of *Listening to America* by Bill Moyers shown on public television.

Under the nation's tax rules, if Carnival was considered an American company, it would have paid some \$200 million in taxes on that half a billion dollars in profits it made from '85 to '88.

With the American economy in the shape it is in, it will be up to the government to find ways in which revenue can be brought into the treasury and Americans can be put to work. The cruise ship industry is certainly an area that the government can look to as a source of potential revenue.

Whoever the American people select this November to lead the nation will need to address this inequity. It is a factor in the nation's federal budget deficit and national debt.

The cruise ship industry has been thriving year after year for the past decade or so. Newly constructed vessels have been added each year; in 1992 there will be 14 new cruise ships added to the world fleet. The ships being built are getting larger and larger. Cruise companies believe the demand for their services is strong enough that 2,000 plus passenger ships can be built and operated 52 weeks

of the year. Stockbrokers and investment analysts and industry boosters talk of growth rates of 10 percent a year. The industry's association notes that the cruise ship market is hardly saturated—only four percent of America's potential customers have taken a cruise.

Billions of dollars have been made and billions more will be made from cruise ships sailing from U.S. ports carrying American passengers. There is certainly room in this scenario of huge corporate profits for America to get its fair share of tax revenue from those who make their bucks off of U.S. resources.

Cruise Industry Opportunities Challenge U.S. Government

The proliferation of foreign flag cruise ships making American cities their home ports and drawing billions of dollars out of our economy should certainly be a challenge to the leadership of this nation seeking ways out of the troubles that riddle the U.S. economy.

Right now, foreign-flag ship operators have this lucrative market to themselves despite the fact that 85 percent of people who take cruises are American citizens.

More often than not, these foreign companies are taking advantage of the American cruise market with support from foreign governments. For example, in a report to investors, one European-owned cruise company makes no bones about the "grants" and "subsidies" it is receiving from a government to build four new ships, some of which will end up operating out of U.S. ports carrying American passengers.

With appropriate U.S. government direction and initiative there ought to be ways and means for American shipping and American workers to become part of this field. The U.S. government must find ways to stimulate new cruise enterprises.

For its part, the Seafarers International Union has made it known that the union is seeking to encourage investors in this area, recognizing that U.S. capital and labor can produce a product that can effectively serve cruise passengers.

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White House Panel to Review U.S.-Flag Shipping

The administration has formed a high level working group to develop recommendations for government policies directed at the privately-owned U.S.-flag shipping sector.

A White House memorandum issued last month spelled out the mission of the newly formed working group on commercial maritime policy, which is comprised of White House officials, cabinet members and chaired by the Secretary of Transportation, Andrew H. Card.

SIU President Michael Sacco, upon learning of the initiative said, "We welcome any movement toward the creation of a maritime program that is essential to this nation's interest in carrying out its role as the major world power. If the Bush administration's move materializes, it could have beneficial effects on the economy, on the employment picture, as well as on the national security."

The working group is to report its findings and recommendations by May 22 to the president's Policy Coordinating Group, a structure established in February by the president's chief of staff, Samuel K. Skinner, to formulate the administration's domestic program. The policy coordinating group is headed by Clayton Yeutter, former secretary of agriculture and currently counselor to the president for domestic policy.

Moving on a Fast Track

The administration will announce its policy recommendations directed at bolstering the U.S. fleet at a hearing of the Senate Commerce Committee, which oversees merchant marine issues, in early June.

Among the assignments of the working group is to identify and evaluate government policies that will allow the commercial U.S.-flag fleet engaged in foreign trades to compete.

The working group also is charged with the task of defining the distinct roles of a commercial shipping sector and a sealift fleet which is strictly oriented to meeting the nation's defense requirements. It is to assess the impact on the competitive position of the U.S. fleet of the myriad government regulatory regimes that

cover ocean shipping.

The group will put forward its observations on what the government is best suited to manage—be it a sealift force with a national defense purpose, promotional programs for a U.S.-flag fleet or economic regulations.

Maritime industry analysts believe the APL/Sea-Land jointly issued call for a government policy designed to retain a fleet under the American flag is the spark that ignited White House action.

The two major liner companies, which operate 23 and 41 U.S.-flag container ships respectively, in January issued a pronouncement that if something is not done, and done immediately, to save the American merchant marine, what is left of the U.S. liner fleet will have to be transferred to foreign registry.

APL/Sea-Land Proposals

APL and Sea-Land have raised several areas in which the U.S. government can take steps to ensure a viable American-flag fleet in the future. Among the suggestions raised by the two companies are: reviewing the maze of federal regulations with an eye towards eliminating those that put an unfair burden on the shipowner, creating a favorable investment climate, bringing Coast Guard shipbuilding regulations in line with world standards, making government procurement policies more effective, and increasing crew productivity.

Assigned by the White House to the working group on commercial maritime policy in addition to Secretary Card and Chief of Staff Skinner are Secretary of State James A. Baker III, Secretary of Treasury Nicholas F. Brady, Secretary of Defense Richard Cheney, Attorney General William P. Barr, Secretary of Agriculture Edward R. Madigan, Secretary of Commerce Barbara H. Franklin and Secretary of Labor Lynn Martin.

Also on the working group are U.S. Trade Representative Carla A. Hills, Office of Management and Budget Director Richard G. Darman, Agency for International Development Administrator Ronald W. Roskens, National Security Advisor

Gen. Brent Scowcroft, Assistant to the President for Economic and Domestic Policy Roger B. Porter, Chairman of the Council of Economic Advisers Michael J. Boskin, Chairman of the Joint Chiefs of Staff Gen. Colin L. Powell, Federal Maritime Commission Chairman Christopher L. Koch.

Sacco also noted the importance of White House involvement in the process to come up with solutions to reverse the decline of the U.S. ship-

ping fleet. "We're running close to having America eliminated as a maritime presence in the world. The Bush administration involvement in the process to provide for a viable U.S.-flag fleet is the major element in the equation. Without administration leadership, no effort can succeed."

The SIU official said the union "will cooperate in every possible way to make certain the Bush administration effort becomes a reality."

House Reviewing Bill to Close Inland Towing Safety Loophole

A congressional subcommittee will meet this month to take the next legislative step to enacting a bill that would close a safety loophole by making all individuals employed on towing vessels of more than five gross tons hold Coast Guard documents. Currently, the majority of crewmembers working aboard inland waters' vessels are exempted from holding Coast Guard documents.

The holders of merchant mariner documents must submit to drug testing, undergo an FBI criminal investigation and allow for a check of the National Driver Register for evidence of alcohol abuse.

Additionally, the holders of documents, also known as seamen's papers or z-cards, must take an oath to adhere to all applicable federal laws. Under soon-to-be-issued rules, the documents will have to be renewed every five years.

Bill Moving Quickly

The House Coast Guard and Navigation Subcommittee is expected to complete work on the Merchant Mariner Document Expansion Bill (H.R. 4394) by the end of May to prepare the legislation for the full Merchant Marine and Fisheries Committee.

The bill, introduced by Walter B. Jones (D-N.C.) who serves as the committee's chairman, could be ready for debate in the Senate before September, according to the committee's staff director, Ed Welch. "We are hopeful to get this through the House

by the early summer," Welch told the Seafarers LOG.

The SIU strongly supports H.R. 4394, which is designed to close a loophole in maritime safety standards on the nation's rivers and lakes that endangers the lives and working conditions of crewmembers aboard tugs and towboats as well as the people who live and work around these waterways. The union urges members to seek the support of their legislators on Capitol Hill.

In March, the SIU testified before the Coast Guard subcommittee in favor of the legislation. Executive Vice President Joseph Sacco pointed out to the subcommittee a "lack of uniformity between the requirements that must be met by individuals employed on various vessels."

Crewmembers' Safety at Stake

Presently, crewmembers aboard tugs and towboats on the inland waterways and on boats of less than 100 gross tons that ply the coastal waters are not required to hold Coast Guard documents. Of these vessels, if they are more than 26 feet in length, the Coast Guard requires only the vessel operator to have a license. More than 3,300 tugs sail on the U.S. inland rivers and lakes.

Joining the SIU in favor of H.R. 4394 at the hearing were representatives from the International Organization of Masters, Mates & Pilots and Crowley Maritime. The bill has picked up the bipartisan support of 31 cosponsors.

SIU Presses for Repeal of Work Tax on Seamen

An effort to overturn a proposed work tax on seamen and boatmen is gaining steam in the House of Representatives.

Last month, a bill (H.R. 4693) to repeal a proposed charge for merchant mariner documents and licenses was introduced by Representative W.J. "Billy" Tauzin following testimony in February by the SIU and other maritime unions against user fees on Coast Guard-issued marine licenses and documents.

Seafarers are urged to contact their members of Congress to support and cosponsor the legislation. So far, Walter Jones (D-N.C.), Herbert Bateman (R-Va.), Robert Davis (R-Mich.) and Jack Fields (R-Texas) have signed on to the bill to repeal the user fees, dubbed a "work tax" by the SIU and individual seamen and boatmen around the country.

"We are going to make a fight to get this passed this year," Jim Adams, a staff member of the House Coast Guard and Navigation Subcommittee, told the Seafarers LOG.

One of the roadblocks affecting the bill's passage is the 1990 Budget Act that demands any revenues cut from the federal budget must be offset by an increase elsewhere. "We are working with OMB (Office of Management and Budget) and the House Ways and Means Committee to take care of this," Adams noted. "Everyone has been cooperative."

The work tax came into being because of the same budget bill. Congress mandated the Coast Guard to collect fees for marine licenses and documents issued to merchant mariners. The proposed charges start at \$35 for a document, go to \$135 for an AB or QMED endorsement and

peak at \$330 for an upper level license.

The SIU has fought against the work tax since the scheme was announced in the Federal Register. The union argued regulation and supervision of mariner's skills is done in the public interest and does not constitute a user fee as there is no direct user or beneficiary of the service.

At the end of the February hearing held by the Coast Guard subcommittee, Tauzin, who serves as its chairman, and Bateman publicly pledged to repeal the tax.

Meanwhile, the SIU's lawsuit to declare the tax unconstitutional remains on hold following a decision by a federal judge that such a case could not be heard until the implementation of the work tax is imminent.

The Coast Guard now is in the process of formulating a final rule on the user fees. When this is issued, it will contain a starting date for the plan. In the meantime, the Seafarers and individual seamen and boatmen are pressing Congress to repeal the proposal.

Where Is U.S. Maritime Going?

Today, a debate is raging over the future of American-flag shipping. For an insight into the policies and practices that have led to the current plight of the U.S. merchant marine, read the remarks of Andrew E. Gibson, former assistant secretary of commerce for maritime affairs from 1969-1972 during the Nixon administration. See pages 16-17.

FMC's Koch: 'Innovative' U.S.-Flag Fleet Is Vital to Nation's Economic Security

What makes the U.S. liner fleet worth saving is that it is the kind of American industry you can point to and say, "It is the best in the world," said Christopher L. Koch, chairman of the Federal Maritime Commission (FMC).

As the administration begins to formulate policy recommendations designed to revitalize U.S. shipping, Koch noted that "what is at issue here is not trying to save an industry that has become wrapped up in a cocoon. It is not an industry that has failed to look into what is necessary to compete." Koch discussed some of the wide-ranging issues facing the industry in an interview with the Seafarers LOG.

The head of the FMC—which is charged with regulating international shipping on behalf of American consumers, shippers and ship operators—said the U.S. liner fleet has been innovative, it has invested in its operation, it has "done all the things we wanted industry to do to be competitive in a global market.

"The problem is the government policy. U.S. government policies and the fact that they have made the industry less competitive than it could be and should be," said Koch, who first began tackling maritime issues in 1977 when he joined the staff of Senator Warren Magnuson (D-Wash.) after graduating from the University of Washington's law school. Koch held the post of chief legislative assistant for Magnuson and also served as counsel to the Senate Commerce Committee.

In 1981 Koch joined the staff of Senator Slade Gorton (R-Wash.) and began working on the Shipping Act, which was to become law in 1984. After spending a year-and-a-half stint practicing maritime and corporate law with the Seattle-based law firm of Bogle & Gates, Koch returned to public service in 1983 as Senator Gorton's chief of staff. He served in the same capacity for Senator John McCain (R-Ariz.) from 1987 until 1990.

The FMC official, who became chairman of the agency in late 1990, cited the many achievements of the American liner industry: the invention of containerization, the implementation of double stack trains, door-to-door service, a host of sophisticated logistics.

Proof of America's success can be seen in the manner in which foreign liner companies put into place technologies developed by the U.S.-flag fleet, Koch noted. On a tour of a Japanese carrier's new terminal, Koch said his hosts would "indicate they had done things a certain way because APL (American President Lines) had done it this way or Sea-Land does it this way."

He observed that electronic data and tracking of cargo through door-to-door logistics programs are on every shipping company's agenda. "At the forefront of that again have been American carriers. They are not the only ones doing it. Some of the others are imitating it very well and doing a very good job of it. But where are the innovations coming from? It has been U.S. companies," the FMC chairman said.

This fact makes working for a policy effort to revitalize the American merchant marine an exciting prospect. "It is not like you have a dying, crumbling industry whose future is certain to be bleak. You have an industry that is innovative, creative and you know that if they can be put in a competitive posture, they have the ability to succeed," Koch said.

Washington Is Serious this Time

While the revitalization of the American merchant marine has been the subject of numerous studies and task forces over the past two decades, a very different approach currently is taking place in Washington, D.C., Koch said.

The administration recently has formed a policy working group on the U.S. merchant marine, to which the White House assigned the heads of many departments and agencies. The working group is charged with the task of developing specific recommendations on what the government can do in this area. "This is not a study. I think this is an exercise to make decisions," Koch stated.

"Washington, for the first time in

quences of no action are going to be — those consequences being the end of an industry," he said. "And I think it is also clear that those consequences are unacceptable to the majority of the American public."

Seating All Parties at the Table

When asked about the involvement in the policy working group of several government departments that had not traditionally proved to be steadfast allies of U.S. shipping, Koch said, "They have a perspective. They have a viewpoint. Their viewpoint is not going to go away by ignoring it and I think it entirely appropriate to make sure they are at the table so that they understand the stakes and the consequences."

Koch pointed out that "if this exercise was easy or unanimity were possible, the problem would have been solved a long time ago. The advantage of having everybody at the table is that everybody is part of the final decision."

Initiative of APL and Sea-Land

The movement within the government to develop a program to rehabilitate the industry has been influenced by the joint call of the two giants of the U.S.-flag liner fleet for



Taking a firsthand look at a U.S. shipping operation, FMC Chairman Christopher L. Koch sailed aboard APL's President Jackson last fall. He is pictured aboard the vessel with Captain Gary Schmidt.

a very long time—probably since 1970—is seriously looking at what steps need to be taken by the government in order for us to continue to have a U.S. merchant marine," said Koch, who is one of the members of the working group.

"The exercise is serious. It is under way," Koch said, "It is moving on a fairly fast time track."

This effort, Koch noted, is enhanced by the fact that "the operators stopped the infighting that they have been engaged in for a number of years, the unions are being supportive and realize that in fact we have to pull together to come up with some answers or the whole industry is going to go."

Add to this equation the fact that government agencies have become aware that the nation can no longer avoid making decisions and "it is very possible that something will emerge over the next month to two months," said Koch.

Inaction would be unacceptable. It has become "clear what the conse-

a revamping of federal policy that impacts on the American merchant marine. "It would be easy to underestimate the impact of APL and Sea-Land getting together," Koch said.

He noted the initiative of the two liner companies "removed one of the great obstacles—one of the great excuses—for not doing anything in government which was 'the industry itself could not agree.'"

"When you get the two largest companies together and you have the prospect or the belief that they and organized labor are working together—not only with a common purpose but are very close on what a common solution can be—then you are starting to put together a political coalition that can have some effectiveness."

The Working Group's Agenda

It is likely that the administration's working group will be looking at all sectors of the U.S. merchant marine, not just containerships. "Everything is technically on the



FMC Chairman Christopher L. Koch

table," Koch said. He offered one caveat: "Except the Jones Act is not on the table. That is not negotiable."

"While the APL/Sea-Land effort has tended to focus the attention on the liner fleet, I think there is also going to be an effort to see that there is something that can also be done for the bulkier fleet," Koch said.

The issues raised by the two liner companies very likely will be among the items discussed by the working group, including CCF restrictions, a review of the tax laws generally. Koch said emphatically that the government's effort is not to "subsidize the U.S. industry. The objective is to put the U.S. industry on a comparable playing field" with its foreign competitors.

He noted that international aviation is regulated through bilateral agreements. "The trade is divided up." For example, flights between Japan and the United States are apportioned to U.S. and Japanese carriers through government agreements. Entering the business is restricted by these bilateral pacts.

On the other hand, shipping is open. "Anybody with a string of vessels that wants to begin liner service can enter U.S. ports and call on U.S. customers and there are no government restrictions to entering the business," Koch observed. "This makes it fundamentally different" from the airline sector, he said.

Discriminatory Practices

The FMC chairman listed how other nations bolster their shipping operations—through tax treatment, generous depreciation schedules, tax incentives. "You see everything from cargo reservation schemes to restrictions on U.S. operators' ability to open branch offices in foreign countries."

Hong Kong lets all income to shipowners be tax free. Norway has extensive tax incentive programs, Koch noted. He cited the People's Republic of China (PRC) as an example of a nation where U.S. carriers had been prevented from offering full intermodel service.

The FMC has been involved in trade cases against a host of countries that have discriminated against U.S.-flag operators. Koch named the PRC, Korea, Taiwan and Japan as nations that had unfair procedures and practices directed at competitors of their shipping fleets. In the case of each of these nations' unfair practices, the FMC has successfully broken down those barriers, Koch said.

Continued on page 15

Seafarers to Train in Refrigerant Recovery Systems

Provisions in the Clean Air Act will require everyone involved in the repair and servicing of refrigeration equipment to be certified in the use of recovery systems. This affects Seafarers who sail in the engine department.

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

The Environmental Protection Agency (EPA), the government department promulgating rules and procedures mandated by the Clean Air Act, is expected to issue guidelines some time this spring on what an individual must know to be certified in the use of recovery systems. After the initial suggested guidelines, interested parties will have time to respond and help modify the program before a final rule is issued.

Rather than waiting for the final rule, the Lundeberg School within the next month or two will prepare Seafarers to meet what generally is

believed to be the requirements EPA will mandate. Indications are that individuals will be required to have taken this training by July 1993. Thus, the Lundeberg School, by incorporating the anticipated requirements in its curriculum now gives Seafarers a head start and ensures that SIU-contracted companies will have crewmembers aboard their ships who are certified in the use of refrigerant recovery systems.

It is expected the EPA will recognize the training in recovery systems that is given at the Lundeberg School, including the courses given before the agency's final rule is issued.

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

- Students enrolled in the Lundeberg School's Refrigeration Operation and Maintenance course.
- Students enrolled in the Refrigerated Container course.
- New QMEDs.
- QMEDs returning to the Lundeberg School for other specialty courses or other training who pre-



All students in the school's refrigeration course will receive recovery systems training.

viously have not been certified.

- All persons holding the refrigeration engineer endorsement.

The SIU already has submitted a program to the EPA for approval and is awaiting a response.

HazMat Protection Procedures Added to SIU School Course



Learning the proper fit for a respirator from Instructor Jim Shaffer (right) are Glenn Thompson, Tobias Rose and Jason McGrew.

The Seafarers Harry Lundeberg School of Seamanship has instituted curriculum to prepare students for use of important protective equipment when working with or around hazardous material (HazMat).

Coast Guard rules on benzene exposure which went into effect January 15 are designed to protect mariners from the potentially fatal carcinogen. The regulations require employers to be responsible for en-



Lambert Soniat Dufossat dresses for Level B protection from hazardous materials.

sure appropriate monitoring of exposed workers and determining overall compliance. Monitoring allows determination of exposure levels for different jobs during routine operations.

In certain situations, the new rules require mariners to protect themselves by using special suits and breathing gear. Seafarers now may learn more about the protective equipment by taking the Lundeberg School's Oil Spill Emergency Containment and Clean-Up course. The one-week course, open to all rated members of the SIU in good standing, includes plenty of hands-on experience with protective equipment such as rubber body suits, gloves and boots. Students also learn how to choose the most efficient air respirators and how to check for proper fit. Companies are required to provide such equipment for all mariners who work in designated hazardous zones.

Lundeberg School instructors stress that Seafarers must be able to protect themselves in order to successfully protect the environment. A health hazard evaluation report on the Exxon Valdez oil spill of March '89 showed many workers returned from beach work sites each day with

their skin contaminated with weathered crude oil. The reason: Many workers either did not wear their protective equipment properly (for example, did not tape the glove/sleeve joint) or else wore the equipment intermittently or not at all.

In addition to hands-on training, Seafarers in the oil spill emergency course participate in lectures about such topics as inhalation hazards. For example, there is concern that crude oil, even in a weathered state, might pose a health risk from skin exposure. SIU members learn that, even though in most cases the more volatile compounds will have evaporated during the first 24 to 48 hours after a spill, danger still may exist.

Here again, during the Exxon Valdez cleanup more than 250 workers reported respiratory system illness. They were exposed to benzene and other compounds after the initial two days following the spill.

Many mariners handle products which contain benzene—products including crude oil, gasoline and other kinds of petroleum products. The new regulations should afford



Ronnie Marchand and Jeffrey Sousa learn to tape boots for protection from oil.

seamen the same level of protection and exposure limits that the Occupational Safety and Health Administration (OSHA) gives to land-based workers who may be exposed to the highly toxic chemical.

Learning to Clean Up Spills



SIU members completing the oil spill containment course are (from left, front row) Phillip McKenzie, Glenn Thompson, Jeffrey Sousa, Lambert Soniat Dufossat, Ronnie Marchand, Jim Shaffer (instructor), (second row) Ronald Webb, Jason McGrew, Tobias Rose and Joe Cullison.

All Hands Ready Lakers for 1992 Season

One of the sure signs that spring's arrival is near for people living along the Great Lakes are the puffs of smoke emerging from the stacks of vessels tied up in safe harbors from Duluth, Minn. on Lake Superior to Buffalo, N.Y. on Lake Erie.

Fitout, the process of returning the bulkers, ore carriers and other vessels to the Lakes, began in earnest last month. While some SIU-contracted vessels started plying the lower Lakes as early as February, most ships did not leave port until late March and early April.

For SIU members, fitout is a natural sign of the season despite snow falling and ice remaining on the upper Lakes. Members check with the union halls in Algonac, Mich. and Duluth to find out when they are expected to return to the vessels.

First comes the after-end. The galley gang reports before anyone else to make sure the ovens, refrigerator, freezer and other appliances have not been harmed by winter's cold. Within a day the engine department

reports. They make sure the ice that has formed in the engine room and conveyor area is removed and the mighty diesels that power the ships operate smoothly.

In less than a week, the forward-end (deck department) signs on. These members check out the safety equipment (lifeboats, flares, life jackets, etc.) to make sure they are in working order. They test the windlass, hatches and boom. They clean up the deck after winter has had its unobstructed way for several months.

After passing the annual Coast Guard inspections, the vessels are ready for up to 10 months of sailing, depending on the weather next winter. The ships load with raw materials to replenish those used by factories and businesses along the lower Lakes during the winter. They leave their winter homes empty but return with iron ore for steel, coal for power plants, concrete for cement plants and wheat for grain elevators to renew the process of life on the Lakes.



Deckhand Dennis Fitzpatrick hustles a ladder across the deck of the Indiana Harbor.



Ready for another season on the Lakes are Wiper Mohsin A. Harhara (left) and QMED Kassim S. Abdulla aboard the American Mariner.



Setting the gears on the windlass is Bosun William Mulcahy of the Adam E. Cornelius.



Raising the bunker flag aboard the American Republic is AB/Watchman Ron Vandercook.



Wiper Ron Cummings checks the loading of bunkers aboard the J.A.W. Iglehart during a night operation.



A man who is proud of what he bakes for his fellow crewmembers is Second Cook Roy Calo of the Sam Laud.



AB/Wheelsman Gene Pike keeps a steady hand on the wheel of the Kinsman Independent.



2nd Cook Richard Ballant on the William R. Roesch prepares a meal during fitout.



Wiper John Norick is performing one of the necessary jobs on board the Presque Isle—inspecting the diesel engines.



Second Cook David Grann prepares dinner for the crew of the St. Clair.

UAW Returns to Work at Caterpillar, Talks Continue

UAW members have returned to work at Caterpillar Inc., but the union stressed it has not accepted what the company termed its "final" contract offer.

The UAW's five-month strike was recessed last month after Caterpillar, the world's largest manufacturer of tractors and other earth-moving equipment, guaranteed it would not hire permanent scabs — a practice which continues hampering labor-management settlements. Mediators formulated the truce and are expected soon to bring both parties together for resumption of contract talks.

In a letter to the 12,600 returning Cat workers—whom Seafarers actively supported on picket lines and in rallies—UAW Secretary-Treasurer Bill Casstevens noted that the union's "struggle with Caterpillar is not over; it has entered a new phase."

Indeed, Cat balked at recommendations made by Bernard DeLury, director of the Federal Mediation and Conciliation Service (FMCS), which the UAW accepted. Before the strike's suspension, DeLury advised both the UAW and Cat management to follow these procedures:

- Both parties would withdraw their respective proposals.
- All strikers would return to work as soon as possible.
- The company would end efforts to hire replacements.



Seafarers from the Great Lakes and inland rivers rallied with more than 20,000 trade unionists in Peoria, Ill. in support of striking United Auto Workers against Caterpillar. Great Lakes members attending the rally include Algonac Patrolmen Andy Goulet and Tim Kelley as well as Deckhands Don Thornton and Cliff Stockman.

- A cooling off period would begin.

- Negotiations would resume under the auspices of the FMCS.

But Cat insisted returning strikers work under the "final offer" it made on April 6.

While the company would not withdraw its final offer, the union accepted the mediator's proposal, recessed the strike and directed the strikers to return to work without

conditions. The union did not accept the company's proposal and intends to continue negotiations.

The strike began November 3, after months of stagnant negotiations. When the UAW called for a selective strike at two plants in central Illinois, the company responded by locking out union workers at other plants. The strike then expanded to include the 12,600 workers at Caterpillar plants in four states.

Trade unions throughout the United States, as well as unions representing Caterpillar workers in South Africa, England, Belgium and France, responded with an outpouring of support which UAW President Owen Bieber described as "overwhelming."

Business Week estimated that Cat's strike losses are near \$100 million and could take years to recoup.



Traveling from the St. Louis hall to show their solidarity with striking UAW members are, from left, Casey McCarthy, Mary Rawlins, Field Representative Steve Jackson, Courtney McCarthy and retired AB Charles Johnson.

Seafarers March with UFCW



SIU members from Algonac, Mich. hit the bricks to show their support for striking Kroger employees in New Baltimore, Mich. The United Food and Commercial Workers called a strike in southeastern Michigan on April 13 when the grocery store chain walked out of negotiations for a new contract.

Anti-Scab Bill Awaits Required Senate Action

Seafarers who have not contacted their senators calling for support of S.55 (the anti-scab bill) are urged to do so as soon as possible.

The legislation, passed last summer by the House, would make it illegal for employers to fire striking workers and then permanently replace them with scabs.

Battle for Enactment

The battle to enact S.55, also known as the Workplace Fairness Bill, has been difficult. Opponents of the legislation are threatening to use filibusters (debate without a time limit). Stopping the filibusters requires a 60-vote majority, while 67 votes are needed to override an expected veto by President Bush.

The bill would close a loophole which allows employers to hire permanent replacements (scabs) who cross picket lines during lawful strikes. Hiring scabs has become commonplace during the Reagan and Bush administrations and has undermined the integrity of collective bargaining. This practice also is favored by union busters who actually may force strikes so they can hire permanent replacements.

Workplace Fairness legislation would prevent situations such as those at Eastern Air Lines, Greyhound and the New York Daily News. Eastern locked out its employees and hired scabs before folding; Greyhound replaced 9,000 union bus drivers with 6,000 scabs; and the Chicago Tribune Company,

former owner of the Daily News, spent \$24 million to force a strike and then hired scabs before selling the paper to a pro-union owner.

The U.S. is virtually alone among world powers when it comes to the issue of hiring permanent replacements. Canada, Japan, France and Germany among others categorically prohibit the dismissal of striking workers.

The following is a list of Senate co-sponsors of S.55: Adams (D-Wash.), Akaka (D-Hawaii), Baucus (D-Mont.), Biden (D-Del.), Bradley (D-N.J.), Burdick (D-N.D.), Byrd (D-W.Va.), Cranston (D-Calif.), Daschle (D-S.D.), Dixon (D-Ill.), Dodd (D-Conn.), Fowler (D-Ga.), Glenn (D-Ohio), Gore (D-Tenn.), Harkin (D-Iowa), Hatfield (R-Ore.), Inouye (D-Hawaii), Kennedy (D-Mass.), Kerrey (D-Neb.), Kerry (D-Mass.), Lautenberg (D-N.J.), Levin (D-Mich.), Lieberman (D-Conn.), Mikulski (D-Md.), Mitchell (D-Maine), Moynihan (D-N.Y.), Packwood (R-Ore.), Pell (D-R.I.), Riegle (D-Mich.), Rockefeller (D-W.Va.), Sarbanes (D-Md.), Sasser (D-Tenn.), Simon (D-Ill.), Wellstone (D-Minn.), Wirth (D-Colo.), Wofford (D-Pa.).



President's Pre-Balloting Report Submitted to Membership

In accordance with the terms of the Seafarers International Union constitution, SIU President Michael Sacco has submitted a pre-balloting report to the membership.

The report sets forth certain terms and conditions of the balloting for the union's general election of officers for the 1993-1996 term. The balloting will take place from November 2 until December 31, 1992.

Sacco pointed out in his report that the submission to the membership took into consideration the changes that have taken place in the industry over the last few years. The pre-balloting report lists Sacco's recommendations for officers to be placed on the ballot in the 1992 general election of SIU officers.

The full text of the 1992 pre-balloting report follows:

May 4, 1992

Pursuant to Article X, Section 1(e) of our Constitution, I am submitting at this regular May membership meeting of this election year, my Pre-Balloting Report.

The balloting for our General Election of Officers for the term 1993-1996 will commence on Monday, November 2 and continue through December 31, 1992.

The election will be conducted under the provisions of our Constitution, as amended and effective July 13, 1989, and such other voting procedures as our Secretary-Treasurer may direct.

I have, in consultation with our Executive Board and Port Representatives, made a careful appraisal of the needs of this union, its membership and its currently existing constitutional ports. We have carefully considered the changes that have taken place in the maritime industry over the last few years, with a view toward meeting the ever changing demands.

It is my recommendation, in accordance with our Constitution, that the following offices be placed on the ballot in the 1992 General Election of Officers for the term 1993 through 1996.

- Headquarters**
- 1 President
 - 1 Executive Vice President
 - 1 Secretary-Treasurer
 - 1 Vice-President in Charge of Contracts and Contract Enforcement
 - 1 Vice-President in Charge of the Atlantic Coast
 - 1 Vice-President in Charge of the Gulf Coast
 - 1 Vice-President in Charge of the West Coast
 - 1 Vice-President in Charge of the Southern Region, Great Lakes and Inland Waters

- 1 Vice-President in Charge of Government Services and Fishing Industries
- 2 Headquarters Representatives
- 10 Port Agents

There shall be one port agent in each of the 10 Constitutional ports; namely: Piney Point, New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston, San Francisco, Detroit-Algonac and St. Louis.

In accordance with the above-mentioned Article X, Section 1(e) of our Constitution, I am required to recommend a bank, a bonded warehouse, regular office thereof, or any similar depository, to

which the ballots are to be mailed, no later than the first regular meeting in October of this year. I will make such recommendation to the membership before such deadline.

As provided for in Article XIII, Section 1, nominations open on July 15, 1992 and close on August 15, 1992.

The foregoing constitutes your President's Pre-Balloting Report and subject to my further recommendation as to the depository to be made hereafter, I recommend its adoption.

Fraternally submitted,
Michael Sacco

SIU Joins AFL-CIO Protest Rally For Stronger Worker Safety Laws

Seafarers from across the country joined fellow trade unionists to call for stronger worker safety laws during a Capitol Hill rally to remember those who died as a result of job-related injuries.

"It's a shame we have to do this to remind Congress that workplaces are getting less and less safe," said Bosun Roberto Zepeda, who sails from the port of Houston.

QMED Thomas Harris of Jacksonville, Fla. added, "I hope [the legislators] are listening because there are enough of us here to be heard."

Approximately 500 union members gathered on the east steps of the Capitol on April 28 (Workers Memorial Day) to draw attention to bills in the House of Representatives and Senate seeking to reform Occupational Safety and Health Administration (OSHA) laws.

The Washington rally took place in conjunction with memorials presented in other parts of the country. The AFL-CIO, the national federation of trade unions, noted more than 10,000 workers are killed on the job every year.



Decked out in white caps and jackets, Seafarers join other trade unionists on the steps of the U.S. Capitol during Workers Memorial Day.



Seafarers march across the lawn of the Capitol to participate in the rally calling for stronger worker safety laws.

Inquiring Seafarer

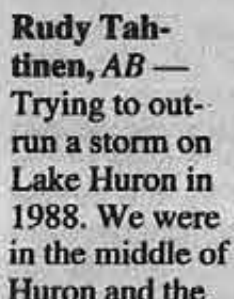
Question: What's the worst weather you ever encountered on the Great Lakes?

(Asked of SIU members on ships in Toledo, Lorain and Cleveland, Ohio.)



Daniel Hancock, Deckhand — I was on a Steinbrenner boat, the Independent, in 1989. It was my first trip.

We were on Lake Superior and tried to outrun a storm to Buffalo. But we spent 30 hours zig-zagging in and out of it.



Rudy Tahinen, AB — Trying to outrun a storm on Lake Huron in 1988. We were in the middle of Huron and the water line passed half way up. The turnaround alone lasted an hour. I thought that was going to be "the biggie." It's the first time I sat with my survival suit on.



Marvin Schmitz, Conveyorman — I've sailed for over 30 years, so I've seen some pretty good storms out there. I remember getting off early in the morning when the Edmund Fitzgerald sank. . . . November is usually the worst month.

John Sellers, Bosun — Lake Superior, coming out of Marquette on the Adam E. (Cornelius). We damn near tipped her over when the load shifted. That was in the 1970s.



Cornelius Gleason, AB — To tell you the truth, there's been so many I can't pick one out.

Brett Fischbach, Bosun — I'd say April 1980, between Marquette and the Soo Locks. I was on the Paul Thayer. It was a bad storm, probably 25-foot seas.



Don Binkowski, QMED — The night the Fitzgerald sank, November 10, 1975. I was on the Wil-

liam Roesch and I couldn't even find the deck.

Mike LaBar, QMED — We've run into a few bad winds and maybe 15- to 20-foot seas out on Lake Superior. You can get 70 mph wind gusts out there.



David Gapske, Deckhand — Probably 1990, coming up this river (the Cuyahoga) in December. We were on the

Roesch and we had to sit for 24 hours waiting for the water to go down. It was rainy, ice was melting and the current was bad.

Ron Vandercook, AB/Watchman — Nothing really big, maybe 50- to 60-mph winds. I haven't been in anything really bad yet.



Yehia Kaid, Porter — Four or five years ago, on Lake Superior. It was Christmas Eve and we almost sank. But I've been on the

Great Lakes the past 26 years, and that's the only rough time.



Wiper Robert Hall uses a tap in the Independence machine shop.



Waiting the signal to start the Constitution's engines are Fireman Peter Alcantra (left) and Oiler Steve Romine.



Oiler Marty Marcellus receives orders aboard the Constitution.

Cruise Line Engine Gangs Keep Ships Moving

Talk with any member from the engine departments of the SS Constitution and SS Independence and they will tell you they are the most important group on the liners.

Of course, the engine department is in charge of the diesels that power the liners. "They can't go anywhere without us," stated Independence Fireman Sky Williams. "We're the ones who make it happen," chimed in Oiler Frankie Valle.

But there is so much more that falls into the realm of the engine room. Taking care of all the mechanical items aboard the vessels is just one example.

"We know when we get a call for the passenger compartments, it's an emergency and we need to respond," Chief Electrician Edward Mancke told a reporter for the Seafarers LOG aboard the Independence. Mancke was busy changing a heating unit for a galley dishwasher between meals.

Passengers aboard American Hawaii Cruise vessels may believe members of the steward department are indispensable, especially when

the tourists are seeking food, drink or room service.

Passengers might go so far as to cast a few votes for the deck crew because they handle docking operations as well as safety drills.

Yet if you ask any tourist about the engine department, expect to receive blank stares. They may think of people covered in grease and oil working in the steamy underbelly of the ships. That is only part of their duties.

"Just let a thermostat go out, they'll think of us right away," noted Second Refrigerator Engineer Bryan Chan from the Constitution. "If we're doing our job right, passengers should never see us."

Crewmembers all over the two cruise ships are well aware of the chores performed by the engine department. Dinner preparations for 800 could hinge not on the chef's baked Alaska coming out perfectly but on an engineer's replacing a thermostat unit in an oven. Besides handling mechanical repairs, engine department members operate full machine shops.



In the Independence engine room are Chief Electrician Edward Mancke, 2nd Electrician Kashmir Singh, 2nd Electrician Paul Su and 2nd Reefer Engineer Roy Scott.



Oiler Andrea Simmons works in the Independence's machine shop.



Fireman George Tidwell awaits his next assignment on the Independence.



Watching the control board on the Independence is Fireman Sky Williams.



A thermostat is repaired by 2nd Reefer Engineer Bryan Chan on board Constitution.



Engine Maintenance Manny Flanta operates a grinder aboard Independence.



Sometimes the job requires working in cramped spaces as Chief Electrician Edward Mancke discovers while fixing the Independence's dishwasher.

Seafarers Get Prompt Service at New Houston Clinic

Seafarers in the Houston area expressed satisfaction with the prompt, efficient service they received at the new Wills Diagnostic Clinic, located three blocks from the Houston SIU hall. Roughly 100 SIU members (including family members) were treated there during the facility's first month of operation.

The Seafarers Welfare Plan has contracted with the clinic, which specializes in (but is not limited to) occupational health and internal medicine. The clinic opened March 30 and has serviced about four Seafarers per day, a spokesperson said.

Engine department member Melvin Ahi said he likes the clinic's convenient location: 2000 Crawford Street, inside the St. Joseph's Professional Building. Additionally, the clinic is within a block of St. Joseph's Hospital, the SIU medical plan's newest preferred provider organization.

William Hill, an engine department member who sails with G&H Towing, said he received a "very thorough" annual physical at the facility. "I liked the surroundings, and the staff was friendly and professional," he added.

Steward department member Linda Dean, wife of Seafarer Nile Dean, said, "This is a step up for the union. It's a smooth process."

SIU members who wish to schedule an appointment at Wills

Diagnostic Clinic should follow the usual procedure: Report to the union hall and get an appointment slip, then proceed to the clinic.

Deck department member Frank Barfield described the clinic as "a great operation with a very nice, professional staff."

Fellow deck department member Raul Guerra agreed, calling the SIU's affiliation with Wills Diagnostic Clinic "one of the best moves our union has ever made."

"I'm very pleased with the move," noted Captain Bert Thompson, an SIU member for 17 years. Thompson, who works for Crowley Towing and Transportation, said he is "happy to see comprehensive

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Melvin Ahi (left), who sails in the engine department, says he appreciates the efficient service provided by clinic staffers such as Dr. Susan Vogel.



Captain Bert Thompson said he received a "comprehensive" physical at the clinic.



Head Nurse Tammy Evans greets SIU member Mike Todman.



QMED Nile Dean (left) is examined by Joe Stephens, medical technician.



Medical tech. Joe Stephens (left) jots down a few notes with Seafarer Frank Barfield.



After receiving his physical, engine department member William Hill (left) confers with Dr. Patrick Wills, founder of the Wills Diagnostic Clinic.



Houston Patrolman Steve Ruiz (right) talks with Dr. Susan Vogel.

With the Rank-and-File in the Battle Against the Work Tax



Relief Captains Calvin Hatfield (left) and Tom Nolan (center) share a sea story with Utility Tankerman Tommy Bryant before the Higman meeting.



SIU Executive Vice President Joseph Sacco (left) updates Captain W.R. Golden (right) on the fight against USCG user fees as Gulf Coast Vice President Dean Corgey listens.



Higman boatmen (left to right) Ronnie Williams, James Mitchell, Oneal Peters, Thomas Adams, Larry Weaver, Curt Deshotels and Calvin Hatfield take part in the shoreside meeting held recently to discuss the Coast Guard-imposed work tax.

In meetings along the Gulf of Mexico in Texas last month, Higman Towing and G&H Towing Seafarers discussed with SIU Executive Vice President Joseph Sacco the ongoing efforts of the union to defeat a proposed fee for marine licenses and documents.

"I couldn't believe it when (the user fees) came out," Captain Thomas Keill told Sacco aboard the Higman tugboat Mark Flynn. "It would be the same thing as putting a tax on car workers. Just try that. You'd have a war started right away."

Sacco congratulated the boatmen aboard the Flynn and others attending a shoreside meeting in Orange, Texas for their role in acquiring 438 signatures on a petition against imposing the fees on merchant mariners. Higman Captain Anthony Primeaux initiated the petition that was signed by both union and non-union boatmen from 28 companies in the Texas and Louisiana waterways.

"You see what one person can do," Sacco told the Higman members. "Tony came up with this idea and worked with my office on it. I took the petition on your behalf to Congress and presented it at a special hearing."

"When it was over, the chairman

(Representative Billy Tauzin, Democrat from Louisiana) said we'll have to stop the fee. That's what you have done and can do when we work together."

Many members, including Keill, stated they were glad Primeaux took the initiative. "I wouldn't have known how to do it," Keill noted.

Others, like Higman Relief Captain Larry Weaver, asked what else can be done. "Call or write your congressman," Sacco advised the group. "Register to vote and get others to vote. Let your fellow boatmen know the issue is not dead. We have to keep fighting it."

Besides testifying in Congress against the tax, the SIU also filed a lawsuit in federal court challenging the user fee. The SIU court papers assert the imposition of the user fees on marine licenses amounts to a work tax, and as such is a violation of the U.S. Constitution.

Sacco was accompanied in the meetings by Gulf Coast Vice President Dean Corgey and Houston Port Agent Jim McGee who handled individual questions regarding welfare and contract matters.

Higman Towing, based in Orange, Texas, operates tugboats and barges along the Gulf Intracoastal Waterway and its tributaries from Texas to Alabama.



Troy Brickey checks flow of petroleum to dock facilities from aboard the Mark Flynn.



Making a point against the license fees is Thomas Keill, captain of the Mark Flynn.

Maritrans Moves Petroleum Products Along Gulf, Atlantic Coasts



Checking the level of petroleum is AB/Tankerman Marshall J. Ancar.



AB/Tankerman David Sumner adjusts line during offloading of oil.

Seafarers aboard SIU-contracted Maritrans vessels assist in the delivery of more than 250 million barrels of oil to markets in the Southeast and Northeast United States each year.

Maritrans, which operates a fleet of tugboats and ocean-going tank barges, is the largest independent U.S.-flag marine transporter of petroleum products in the domestic coastal trade.

The Maritrans fleet is diverse in size and capability. Vessels operating in its Southern fleet transport petroleum products from refining centers in Texas, Louisiana and Mississippi primarily to distribution centers in Florida, Georgia and the Carolinas. The fleet also is engaged in ship bunkering (refueling) and general towing.

The accompanying photos show some of the men who work these tugs during a recent offloading of fuel in Port Everglades, Fla.



OS Evanelisto Anaya also serves as cook aboard the tug Liberty.

G&H, Higman Seafarers Pledge to Support Union Fight



Deckhand James Ites secures a line aboard the Juno.

The work tax issue is a hot one for all Seafarers, but the guys on Gulf tugs are really hopping mad. G&H and Higman Towing crews told SIU Executive Vice President Joseph Sacco during his recent meetings aboard the Gulf tugs that they would do their part to fight the proposed user fee.

The documents and licenses, which seamen and boatmen are required to hold in order to work aboard U.S.-flag vessels, would cost between \$35 and \$330 under a proposed Coast Guard rule.

The G&H and Higman boatmen told the SIU executive vice president the user fee is the talk of the waterway. "We want to know what is happening in Washington about the user fees," Mike "Cowboy" Hallibur-

ton, master of G&H Towing's Denia, told Sacco. "That has been the talk of the harbor for months."

G&H Captain Eddie Bartholmey reiterated Halliburton's view by saying discussion about the work tax "is on the radio every day."

"It's not fair," added Captain L.W. "Sonny" Gibbs, who works aboard G&H's tug Jupiter. "We shouldn't have to pay to go to work." "You are the reason Congress has taken notice and decided to repeal the legislation,"

Sacco informed members aboard the tugs Juno, Jupiter and Denia. He reminded the crews that the battle only has begun and they should stay in touch with their representatives in Washington to urge them to pass a bill to repeal the tax.



Guiding the Denia into port is Master Mike "Cowboy" Halliburton.



Denia Oiler William Hill Jr. (left) asks a question as Deckhand Miguel Martinez listens.



SIU boatmen gather to welcome Executive Vice President Joseph Sacco aboard the Jupiter. From the left are Sacco, Chief Engineer Adam Simon, Captain L.W. "Sonny" Gibbs and OS Bobby Pytko.



Juno Captain Eddie Bartholmey receives an answer to his question.



Juno Chief Engineer Robert C. Young Jr. takes notes at meeting.



Climbing out of the Denia's engine room is Chief Engineer Robert Croft.



Patrolman Bobby Milan (left) meets with DEU Whitney Hargrave.



DEU Charles Hardt keeps an eye on the Jupiter's engine room operations.

SIU Continues Negotiations with Sabine Owners

The SIU continues to fight on two fronts to make sure the approximately 150 members who work for Sabine Towing and Transportation are represented by a union contract following the sale of the firm.

The union has started the arbitration process against Sequa Corporation for not including the labor contract as a condition of the \$36.9 million sale of the tugboat and barge company.

Meanwhile, the Seafarers are in negotiations with the purchaser, Kirby Corporation, to resolve the differences created by the sale through good-faith bargaining.

Dean Corgey, SIU vice president for the gulf coast, stated the union hopes to have the situation resolved soon. "We are meeting with Kirby and trying to get everything worked out," he told the Seafarers LOG.

Sabine's SIU members are meeting on a regular basis with union officials in the Port Arthur, Texas area, where the fleet is based. Seafarers with any questions are urged to contact the union.

Kirby acquired 33 owned and five leased tank barges, 11 owned and

four leased tugboats, three bowboats and eight owned towboats from its purchase of Sabine.

The company, based in Houston, also counts as a subsidiary SIU-con-

tracted Dixie Carriers which operates tugs and barges along the Mississippi River system, the Gulf of Mexico, the Caribbean Basin and the Atlantic and Pacific coasts.



Left to right, Sabine Captain Richard Nelson, Chief Engineer Lew Lahaye and Mate Dallas Higgins wait for a union meeting to begin on a Port Arthur harbor tug.

Seafarers Give High Rating to New Houston Clinic

Continued from page 11

physical examinations being handled with personal dignity."

The clinic offers various health care services, including emergency treatment. Seafarers and their dependents who are covered by the union's medical plan are encouraged to use the clinic for emergency care when possible.

The clinic's founder, Dr. Patrick Wills, serves as chairman of the Department of Medicine at St. Joseph's Hospital. He, two other doctors and a technical staff have been treating SIU members and their families at the new facility.

Two more physicians are scheduled to join the staff this summer.



SIU members (from left) Felipe Torres, Ron Tarantino and Omaha Redda relax in clinic waiting room.



Jeanne McNair, SWP clinic administrator, chats with nurse Betty Butler.



Longtime Seafarer Raul Guerra commends the SIU for joining Wills.



Deck department members Ken Gilliam (left) and Mike Tannehill stopped by the clinic.



SIU members Nile and Linda Dean agree the Wills Diagnostic Clinic represents "a step up" for the Seafarers.

Health Unit in Houston Designated as New PPO

The Seafarers Welfare Plan has designated another noted medical facility as a preferred provider organization (PPO). A PPO is a clinic or hospital which agrees to provide services to a group, in this case Seafarers and their families, for a negotiated reimbursement rate.

As of May 1, the SIU contracted with St. Joseph Hospital in Houston, three blocks from the Houston union hall.

St. Joseph Hospital is an 841-bed complex which was founded in 1887. It is noted for its excellent cardiovascular, oncology and plastic surgery services and its outpatient programs. More than 200,000 babies have been delivered there.

Additionally, St. Joseph has full-service mental health facilities and also participates in medical education through an affiliation with the University of Texas Medical School at Houston.

The hospital has more than 2,200 employees and 600 medical staff members.

AB Mike Tannehill had emergency surgery at the hospital. "It's the best hospital in Houston," he said. "My whole family has used St. Joseph's. The doctors and nurses are qualified, professional and provide great service."

To date, the SIU has designated nine PPOs. The union's PPO program is designed to assure that Seafarers and their families receive quality health care, and to help the plan combat perpetually rising health care costs.



St. Joseph Hospital offers a complete range of treatments.

Gibson Says New Ships Are Key to U.S.-Flag Fleet's Future

Continued from page 3

subsidies to characterize the industry. Shipping companies "collected the subsidies for the shipbuilders, thus relieving them of that stigma and at the same time they became the government's agent to provide a supplemental payment to American seamen in order that they have a living wage."

"None of this money remained with the shipping companies. Yet in the minds of the public and many in government, the shipowners are recipients of great largesse," noted Gibson.

Gibson told the group of industry and government officials attending the 1992 Paul Hall Memorial Lecture

that "the imminent demise of the American merchant marine is too important to be allowed to go unnoticed. It is an issue worthy of national debate," he said. Gibson recalled that President Nixon had "constantly referred to the goal of America being number one and this included its merchant marine. . . . If we once began to settle for being second best, then inevitably we would lose much of what has made this country great."

Following his address, Gibson was presented with an etching in glass of a likeness of Paul Hall by University of Southern California's Dean of Natural Sciences and Math, Dr. Robert Douglas, who was accompanied by the Hancock Institute's director, Neal Sullivan.



Herbert Brand, chairman of the Paul Hall Memorial Committee, recalled the close working relationship and common goal of Gibson and the late SIU president.



Captain Donald L. Keech (USN ret.), executive director of USC's Hancock Institute for Marine Studies, described the history of the lecture series.

Senate Rebuffs Amendment To Scuttle Cargo Preference

The U.S. Senate strongly reaffirmed its support of the U.S.-flag merchant marine by defeating an amendment which tried to sink cargo preference laws.

By a vote of 69 to 21 on April 10, the Senate rejected Senator Charles Grassley's (R-Iowa) attempt to tack an anti-cargo preference amendment to the Fiscal Year 1993 budget resolution. Both Democrats and Republicans teamed up against Grassley to stop his proposal.

"Mr. President, here we go again," said John Breaux (D-La.), chairman of the Senate Merchant Marine Subcommittee, referring to the Iowa senator's numerous attempts to scuttle U.S. shipping. "This is probably the 12th time this body has considered this approach to do away with something that the majority of the Senate and the majority of the House and the administration solidly support, and they do that because it is a good provision to try to help promote an American industry that is in desperate need of assistance.

"I am always enthralled by the fact that the senator from Iowa points out we could save a couple hundred million dollars if we did away with the

cargo preference program," Breaux continued. "In 1989, we could have saved about \$7 billion to \$8 billion if we did away with all the farm programs. Is anybody suggesting that? I doubt it."

Siding with Breaux and the U.S.-flag fleet in the floor debate was Thad Cochran (R-Miss.). "I frankly have a strong view that our merchant marine is one of our most valuable national assets," he told his colleagues.

Paul Sarbanes (D-Md.) stated the question before the Senate as "whether the United States is going to continue to be in any respect—it certainly has considerably diminished—a seafaring nation. I think we should be."

This was the first major attempt in either chamber of Congress during the 1992 session to do away with cargo preference laws.

A requirement that 75 percent of government-generated food aid cargoes be carried on U.S. bottoms, which was part of the 1990 farm bill, passed that year despite repeated attempts by Grassley and major agribusiness interests to defeat that portion of the legislation.

NTSB Cites Industry, Crew Lapses In Fatal Tanker Explosion

Lack of specific guidelines and inefficient actions by two senior officers during inspection of a ballast tank caused a fatal explosion on the tanker Surf City, according to a National Transportation Safety Board (NTSB) report.

The ballast tank on the 761-foot Kuwaiti vessel—then flying the U.S. flag—contained naphtha fumes. The blast and resulting fire, which blazed for two weeks, killed the master and chief mate, injured eight and caused \$32 million in damage. The accident occurred off the coast of the United Arab Emirates in 1990.

The report indicates naphtha had leaked from a cargo tank into the starboard ballast tank, where the chief mate was inspecting an inoperative gauge that measures the ship's draft. He had ordered two ballast tanks ventilated so he could enter

them, and the additional air combined with naphtha probably made one tank's atmosphere explosive, according to a board investigator.

"The NTSB determines that the probable cause . . . was the lack of adequate industry standards regarding ventilation and entry procedures into ballast tanks," the report said. "Also causal to the accident was the failure of the master and chief mate to secure the forced ventilation and close the tank after becoming aware of the naphtha in the ballast tank."

In light of the incident, the board called on the Coast Guard and other international regulators to develop clear and specific procedures for entering and ventilating ballast tanks, to improve tanker fire-control systems, and to prohibit routing of ballast piping through cargo tanks and cargo piping through ballast tanks.

Nation's Economic Security Tied to U.S. Shipping: Koch

Continued from page 5

Ironically, while the U.S. government has been battling to break down unfair trade practices against American shipping, domestic regulations and laws have been making the U.S. fleet less competitive. "In the United States, the tax structure is not only not designed to be favorable to shipping but there are many things that we have imposed unilaterally on our own industry to make them less competitive," said Koch.

He also pointed to the U.S. law that forces American shipowners who repair their vessels in foreign yards to pay a 50 percent duty on the entire value of the repair work when the ship comes back to a U.S. port.

Economic Security at Stake

The nation needs a merchant marine not only for national defense purposes but also for economic security, points out Koch. "If this country becomes 100 percent dependent on foreign shipping lines, we risk becoming economically vulnerable and that is a position we should not be in."

Koch cited what the FMC has been able to do to break down trade barriers and to liberalize trade in order to ensure fair rates for the marine transport of goods—an approach that has been beneficial to the American public as well as American shippers and shipping companies.

While the FMC's mission is to go

after the unfair practices other nations impose that discriminate against U.S. operators, he cautioned, "If there was no U.S. fleet engaged in these activities, the U.S. government is not going to go after foreign countries imposing restrictions on German or Danish or Japanese carriers."

The U.S. government aggressively has pursued unfair trade practices in shipping because "there are U.S. carriers in the trade who have an interest in providing top quality competitive service," he said. Thus, "the U.S. government has a real stake in being involved."

Looking to the Future

When asked if there is a message he would like to convey to the young men and women entering the American merchant marine through the union's Lundeberg School training program, the Federal Maritime Commission chairman said every seaman should be aware of the efforts taking place within the government to save U.S. shipping.

"There are a lot of folks in D.C. who are trying to make sure the young women and men entering the industry have a secure future. . . . It would be a mistake to think it is going to be easy. It is never easy. But we may be facing the last wake up call here and I think there is a very genuine attempt to try to come up with a policy to make sure those folks have a future to look forward to," Koch said.

Cruise Industry Provides Challenge to Government

Continued from page 3

The Congress took the first step towards providing American industry with an ability to enter the cruise sector when earlier this year it enacted legislation to allow gaming activities on U.S.-flag passenger ships.

The measure, which was signed into law by the president, means that U.S.-flag passenger ships sailing on the high seas will be able to offer the same kind of gaming activities that the foreign-flag cruise ships have had for years.

The support for a U.S.-flag cruise ship industry spans labor, the business sector and Congress. Now, with proper government initiative and direction, an American cruise industry can be pushed off that will spawn American companies with U.S. workers.

With leadership and involvement from the U.S. government, the billions of dollars put into the cruise industry from American passengers on vacation itineraries utilizing American ports can bring millions of dollars in corporate taxes and income taxes of workers to the U.S. treasury.

In 1992 Paul Hall Memorial Lecture, Andrew Gibson Points to Maritime Dilemma Facing Nation

Andrew E. Gibson, the Emory S. Land Chair of Maritime Affairs at the U.S. Naval War College, delivered the 1992 Paul Hall Memorial Lecture last month in Washington, D.C. The text of Professor Gibson's lecture, entitled "Where There Is No Vision," appears on these two pages.

The lecture is one in a series begun in 1987 by the Paul Hall Memorial Endowment at the University of Southern California. The endowment was established shortly after SIU President Paul Hall died in 1980 by friends and associates in organized labor and the maritime industry.

Professor Gibson was formerly president of Delta Steamship Lines, and for many years was a senior executive of the Grace Lines. He was Assistant Secretary of Commerce for Maritime Affairs from 1969-1972 and in that capacity developed the administration's maritime program as well as the enabling legislation that became the Merchant Marine Act of 1970.

The Paul Hall Memorial Endowment promotes maritime transportation educational programs. The Endowment's lecture series was developed in 1987. It honors distinguished contributors to maritime transportation, bringing to the public their thoughts in the form of an annual lecture series.

It is a distinct pleasure for me to be here today for the purpose of honoring the memory of Paul Hall. In fact, since today's brief lecture will be devoted to discussing the future of the American merchant marine, for many of us recalling our association with Paul may well be the most pleasurable thing about it.

The highest accolade that Paul Hall could bestow on anyone was that he was a "professional." Paul had been a professional boxer in his younger days. He well knew it is not the amateurs who win fights and go on to become champions. It is those who know their goals. His ability to build and lead his union, the SIU, as well as to promote programs to enhance the welfare of the maritime industry, made him truly outstanding.

In my four years in government, as well as the years following (until his untimely death), I spent considerable time with his company and never ceased to be impressed. I have been with him in the company of our ambassador in Geneva, several Cabinet officers, as well as with the president of the United States, and in every case he departed himself not only with great self assurance but with real style. He was indeed a true "professional."

A year ago, there was an outpouring of patriotic fervor exceeding anything seen in this country since the end of the Second World War. For the first time in almost 50 years the merchant mariners who had manned much of the vital sealift in Desert Shield

marched grandly down Pennsylvania Avenue alongside the combat veterans. It was a proud moment, but fleeting. As Charlie Hiltzheimer remarked at last year's AOTOS award dinner, "The war did create heightened awareness [of the merchant marine] which unfortunately may be forgotten very quickly." How right he was!

In the aftermath of Desert Storm, there is a pronounced tendency to focus on the good things that happened and minimize or even ignore those things that worked only partially or not at all. Desert Shield confirmed what every study of a regional conflict in Southwest Asia had concluded, and that was that the United States had insufficient sealift to deliver the required weapons and supporting equipment on time.

The Marines' Maritime Prepositioned Ships (MPS), the merchant ships stationed in Diego Garcia loaded with Army and Air Force equipment and ammunition, the Fast Sealift Ships (FSS) and 43 of the ships in the Ready Reserve Force manned by merchant seamen generally performed their assigned tasks well. As Vice Admiral Donovan, Commander, Military Sealift Command (MSC) remarked, "... it had gone well—far better than expected." In addition, during this first phase, 73 ships were chartered—more than half of them flying foreign flags.

During the first month of the war, instead of having a heavy division and a significant part of its supporting equipment in place as the plan called for, there was only the Seventh Marine Brigade and the 82nd Airborne Division standing between a large, heavily armed Iraqi force and the Saudi Arabian oil fields. Much more emphasis might have been placed on the possible fate of these troops if the Iraqi Army had continued their southward invasion.

'The imminent demise of the American merchant marine is too important to be allowed to go unnoticed.'

The rapidly declining American Merchant Marine was a major factor in the problem. While the Navy had spent well over seven billion dollars to increase sealift capacity during the 1980s, little or no support was provided to sustain a viable U.S. merchant fleet. The scarcity of trained seamen, as the result of this decline, contributed to the problem of activating laid-up ships. Sam Skinner, then Secretary of Transportation, noted during the activation period, "putting less than half of the emergency fleet in service has nearly exhausted the nation's supply of merchant mariners."

Too often Desert Storm is being described as the "100-hour war." It was a seven-month war requiring all of that time to position the forces and their equip-

ment to secure ultimate victory. It took every bit of the time available to achieve the final result, and there is no doubt that the sealift drove the timetable. Before the grand offensive started in February, the United States used virtually every available vessel in the world capable of moving heavy equipment, including more than 100 foreign charters.

In testimony before the Senate Armed Services Committee, last year General Colin Powell said in response to a question concerning Operation Desert Shield, "If there is one thing I would like to have had more of last summer and early fall, it would have been large capacity, roll-on/roll-off kind of ships." He went on to say that we should continue to seek opportunities for pre-positioning ammunition and equipment in distant parts of the world, and although he didn't say so, much of this would inevitably be afloat. Nowhere can there be found in his remarks or in DOD planning documents any support for a revitalized merchant marine.

The imminent demise of the American merchant marine is too important to be allowed to go unnoticed. It is an issue worthy of national debate. The whole question of the need or even the desirability of maintaining a national-flag commercial fleet should be honestly and realistically addressed. When the question is raised in general terms it is almost always answered in the affirmative. Laudatory Maritime Day speeches from prominent members of the administration and the Congress are a dime a dozen. It is only when the necessary legislative changes are proposed and meaningful programs are put forward that effective support is found wanting.

In the fall there will be a presidential election, and it should be a time when the candidates for that office begin to state their positions on a variety of national issues. In the past, the future of the American Merchant Marine was included. President Nixon laid out a detailed plan to revive U.S. maritime industries in a speech given in Seattle in the fall of 1968. The 1970 Merchant Marine Act was a direct result of that commitment which in turn resulted in the largest peacetime shipbuilding program in U.S. history.

President Reagan made a similar, although not so detailed, commitment in 1980. His maritime program embraced not only the merchant marine but included a major expansion of the Navy. The \$100 billion naval shipbuilding program that followed amply fulfilled that part of his pledge. However, support for the merchant marine was virtually non-existent. President Reagan not only eliminated all subsidies for commercial shipbuilding, but by leaving in place the requirement for domestic building in order for the shipowner to qualify for government programs, he may have doomed the U.S. international fleet to eventual extinction.

The excuse offered for the failure to address the problem was, that lacking a clear consensus in the industry for the type of program to be developed, the administration could not or would not do anything. One has to wonder how many government programs developed in the past 200 years, that directly affected a diverse interest group, ever had a similar requirement. For an industry in which both management and labor not only fight among themselves, but with each other, such a requirement makes fulfillment impossible and the imposed condition an absolute mockery.

'... to provide excellent service, the owner must have the best equipment and that means that aging ships must be continually replaced by better ones.'

President Bush came into office with no comparable commitment. He had stated his intention to establish "an executive branch maritime liaison" other than the Secretary of Transportation. He intended the holder of that position to coordinate and advise him on commercial maritime issues. This position has never been filled. That may be the result of his considering, on reflection, that it was probably more trouble than it was worth.

Recently, two of the premier U.S. liner shipping companies, American President Lines (APL) and

Sea-Land, served notice on the government that they could no longer pay the price of flying our country's flag unless changes were made in our regulatory system and applicable tax laws.

These companies and some others have been trying in vain to have the future viability of the American merchant marine raised as a national issue.

'... American shipping companies unwisely allowed themselves to become characterized as the recipients of subsidies.'

As John Lillie, the chairman of APL, said, "What we're trying to do is start a debate and get a decision." He added, "If we get to 1995 without these decisions, then time itself is going to make the decision."

The date is crucial for APL, for in 1997 their subsidy contract expires. The administration has made it quite plain that they do not intend to renew any Operational Differential Subsidy agreement, and obviously APL will not wait until the last minute to begin the necessary changes. Sea-Land does not receive ODS and won't wait that long. Lykes has already begun to charter foreign-flag ships to service their trade routes as their over-age ships can no longer qualify for subsidy.

When the 1936 merchant marine legislation was enacted, the American shipping companies unwisely allowed themselves to become characterized as the recipients of subsidies. They collected the subsidies for the shipbuilders, thus relieving the builders of that stigma, and at the same time they became the government's agent to provide a supplemental payment to American seamen in order that they have a living wage. None of this money remained with the shipping companies. Yet in the minds of the public and many in government, the shipowners are recipients of great largesse. Recently, a senior military officer wanted to know why the shipping companies attempted to make a profit on their carriage of military cargoes during Desert Shield since they got so much money from the government already! Unfortunately, this is an opinion shared by many in the Department of Defense and in the Congress.

APL and Sea-Land have presented much of their appeal for support to DOD, pointing to what they consider the essential contribution made by the American merchant marine to national defense. They can be proud of the role that their companies played in Desert Storm, and most in the military establishment appear to recognize their contribution. But, apart from providing a polite audience and maybe a little sympathy, I can find no evidence that DOD considers it to be their responsibility to come to the aid of the industry.

There is an iron law of international trade, and that is to be successful you have to be very good or very cheap. Since American shipowners do not have the latter option, the American shipowner has to concentrate on providing excellent service at competitive rates. In the liner trades it is remarkable, given the obstacles that exist, that some American owners have done as well as they have. But to provide excellent service, the owner must have the best equipment and that means that aging ships must be continually replaced by better ones. And they must be replaced at prices comparable to the best that the competition can obtain. This leads to some important questions and these are the ones for which APL and Sea-Land are specifically trying to obtain answers.

Will the shipbuilders and their congressional allies allow changes to existing law to permit companies to acquire foreign-built ships and still retain access to non-defense government cargoes? Will they allow these companies to continue to receive Operating Differential Subsidy for payment to their American crews? Will the same coalition allow the removal of the 50 percent *ad valorem* tax on foreign repairs in order for U.S. companies to be placed on a par with their foreign competitors?

The wage differential for seamen sailing with the

subsidized shipping companies, if compared to competent Korean, Taiwanese and Filipino crews, is at least \$1.5 million per ship year.

So now the question is: Is there any way that companies like APL, Sea-Land and Lykes can absorb such a differential and remain in business? A related question is, if the U.S. government doesn't think it is important to have a supply of continually trained American seamen available for emergencies (such as the recent war in the Gulf), why should the shipowner, even if he could afford to do so?

Let us consider an owner who wants to fly the U.S. flag on his ships and employ Americans to run them. Certainly some of the maritime unions in recent years have encouraged the non-subsidized operators to do just that, making significant wage concessions.

A major impediment to such an owner doing this is that under current U.S. law he is forced to employ far larger crews on his ships than do his competitors. In spite of attempts to obscure the question of crew size by raising safety issues, a recent study by the National Research Council finds no such linkage. Another question then might be: How soon can U.S. laws related to crewing be amended so as to bring them into conformity with international standards? This is an effort that could be initiated immediately by the U.S. Coast Guard. And if the administration is really concerned about the cost of subsidies, this is a good place to start.

The administration has formed a working policy group to address these issues. The interesting thing will be if they meet their June timeframe. The group is to report their findings around June 14 in testimony to Congress. It also will be interesting to find out whether the group will succeed in keeping their recommendations focused on the merchant marine problem. Or will the shipbuilders manage to insert themselves and cloud the issue?

President Bush reminded us in his Aspen speech given in August 1990, that in the future we will probably face different challenges than those for which we had been preparing. The president said: "... in many of the conflicts we could face, we may not have the luxury of matching manpower with prepositioning material. We'll have to have air and sealift capacities to get our forces where they are needed, when they are needed."

In the new world order, if these issues are not faced and solutions found to the present problems, it is almost certain that there will not be an American merchant marine available to meet those future emergencies that the president foresaw.

There undoubtedly will be a greatly enlarged Ready Reserve Force and possibly a program can be developed to provide reserve manpower to activate the more modern, diesel powered portion of that fleet. However, there is little question that this will be more expensive than removing the myriad restrictions that unnecessarily add to today's costs as well as providing some form of wage differential for American crews. Unfortunately, the more expensive option seems to be the one that DOD finds most attractive.

One final observation should be made. There is a growing realization among many of those who attempt to frame future defense strategies, that the United States has entered a phase where attrition warfare is neither probable nor of major concern. It is believed no credible war scenario envisions a prolonged non-nuclear war that involves major ship losses. As a result, some people are beginning to question procurement policies that continually support defense industries based on the claim that this type of surge capacity is essential in a future global conflict.

It may be too much to hope that the debate on an issue involving millions of dollars and thousands of jobs can be carried out in a way that keeps the national interest uppermost. Politicians inevitably have been successful in side-stepping this kind of decision. This doesn't indicate a lack of integrity or even political courage on their part. It is more the result of the intense pulling and tugging of opposing political forces to which they are continually subjected. Often it arises from real differences in how best to resolve this problem. The result has been described as "political gridlock."



Dr. Robert Douglas, dean of natural sciences and math, University of Southern California, presents Andrew E. Gibson, the 1992 Paul Hall Memorial Lecturer, with an etching in glass of the late SIU president. The lecture series is a program of the Paul Hall Memorial Endowment which promotes the study of marine transportation programs inside and outside USC.

Until the Department of Defense is willing to define clearly the amount of shipbuilding capacity required to construct future U.S. naval vessels, the proponents of a shipbuilding mobilization base sufficient to sustain the merchant fleet in a sea war of attrition may well prevail. The result will be not any new ships, but the throttling of any serious consideration of removing legislation that is a major cause of denying American shipowners the ability to compete.

Earlier, I indicated that President Nixon was the last president to present and carry out a meaningful maritime program. I recall Paul Hall telling him that he hadn't voted for him in the first election because

'Nowhere can there be found in... DOD planning documents any support for a revitalized merchant marine.'

he didn't believe that he would fulfill the commitment made during the election campaign. But, since he had, he could be assured of his full support in the future. As the Nixon administration went down, Paul continued his support to the last.

I believe President Nixon, despite the self-inflicted tragedy that befell him, may have demonstrated what has since been called "the vision-thing" to a greater extent than any who have followed. He constantly referred to the goal of America being Number One, and this included its merchant marine. He said he knew we couldn't be Number One in everything, but had to try. If we once began to settle for being second best, then inevitably we would lose much of what has made this country great.

For more than 200 years, the American merchant marine has played an important role in sustaining and supporting this country's greatness. While this role is changing, it certainly has not ceased. APL and Sea-Land have challenged the administration to demonstrate the political will to bring about the necessary changes to allow them to continue to fly the American flag and remain competitive. This may be the last opportunity, for as the chairman of APL has said, a lack of decisive action is in itself a clear decision no matter how unwellcome.

For those who may be unfamiliar with the title of this address, let me complete the quotation for you. It is from the book of Proverbs and it is: "Where there is no vision, the people perish."

Thank you.



More than 140 representatives of government, the shipping industry, the legal and press fields attended the 1992 Paul Hall Memorial lecture given by former Assistant Secretary of Commerce for Maritime Affairs Andrew E. Gibson.

Narragansett's GSD Members Are Ready for Anything

SIU Government Services Division members have to be ready for anything aboard the USNS Narragansett. But the latest mission is one all will remember.

The Military Sealift Command-Pacific Fleet (MSCPAC) tugboat towed the USS Missouri to its final port of Bremerton, Wash. after the battleship, which served in three wars and served as host for the Japanese surrender at the end of World War II, was decommissioned. MSCPAC officials praised the work by the tug's crewmembers for the way they handled the 10-day tow from Long Beach, Calif.

"Both ships are old pros at this type of job," said Captain R.W. Addicott, MSCPAC commander, of the tow handled by the Narragansett and assisted by the USNS Navajo, another Government Services Division crewed tug. "They have skilled crews with lots of experience that make a difficult job look easy. We have lots of praise for their hard work and dedication."

The Narragansett operates up and down the west coast of the United States on a variety of missions.

"We tow a variety of disabled vessels," AB Jerry Dauffenbach told a reporter for the Seafarers LOG recently. "We go out on salvage operations. We go wherever we are needed."

"This vessel is a real workhorse," added AB/Watchman Thomas "TJ" Williams Jr., a 15-year member of the Government Services Division. "We get asked to do a lot of things up and down the west coast."



The USNS Narragansett tows the USS Missouri to its layup port of Bremerton, Wash. following the battleship's decommission ceremony.

Other operations for the Narragansett include search and rescue missions, aid in oil-spill clean-ups, firefighting support and service as a platform for diving operations. The tug also was involved in towing the aircraft carrier USS Midway from San Diego to Bremerton and the battleship USS New Jersey from Long Beach to the Washington port.

The Narragansett is one of seven tugs operated by MSCPAC named after Native American tribes. The 226-foot vessel takes the name of the tribe who founded the state of Rhode Island.

Engine Utility Endorsement Needed Under New MSCPAC Rating Schedule

The SIU's Government Services Division is seeking an extension for the deadline fireman/watertenders and oilers are facing to upgrade to engine utility on Military Sealift Command-Pacific Fleet (MSCPAC) steamships.

Roy "Buck" Mercer, SIU vice president for government services, will meet with U.S. Navy Vice Admiral Francis R. Donovan, head of the Military Sealift Command, early this month to discuss MSCPAC manning situation, including the rating change.

200 Members Affected

The announcement issued by Donovan in March stated that the positions of fireman/watertender and oiler would be replaced by the newly created engine utility (watch) rating.

Approximately 200 members are affected by the decision. The Government Services Division represents unlicensed mariners for MSCPAC vessels.

According to Mercer, MSCPAC has not offered any type of upgrading to prepare the fireman/watertenders and oilers to qualify for the engine utility endorsement.

Complete Tours of Duty

"The oilers will have to get their fireman/watertender endorsement to qualify for engine utility, while the fireman/watertenders will have to ac-

quire their oiler endorsement," he said.

Despite the announcement, Mercer has been told by MSCPAC that fireman/watertenders and oilers who do not qualify for the engine utility rating but are sailing when October arrives would be able to complete their tour of duty.

However, the members would have to get the engine utility endorsement before they could sign on to another vessel.

Government Services Division members who have any questions concerning the announced position changes should contact SIU Vice President Mercer at 350 Fremont Street, San Francisco, Calif. 94105, or a member may call (415)861-3400.



Taking a call on the Narragansett's deck is AB/Watchman Thomas "TJ" Williams Jr.



AB Jerry Dauffenbach adjusts a valve aboard the MSCPAC tugboat.

MSCPAC Expects to Leave Subic Bay by Summer's End

The Military Sealift Command-Pacific Fleet (MSCPAC) expects its withdrawal operations from the U.S. Navy base at Subic Bay in the Philippines to be completed by the end of summer.

Vessels that were homebased at the facility are receiving orders for new locations in the Pacific, including Guam and Singapore, according to MSCPAC.

The SIU's Government Services

Division provides unlicensed crewmembers for MSCPAC ships.

Already the last battle group, headed by the USS Independence, has departed the longtime Navy base. The Adept, the smallest of the three drydocks used in the shipyards, has been towed to Singapore. The others are expected to be moved later this year.

The United States started withdrawing from Subic Bay, its last military outpost in the Philippines, shortly after that nation's senate refused last September to extend the lease on the base.

Earlier in 1991, the U.S. decided not to rebuild Clark Air Base after it was heavily damaged by the volcanic eruption of Mt. Pinatubo.

The naval base, 50 miles west of Manila, had generated \$203 million in yearly lease payments and approximately \$344 million in annual payroll for 37,000 Filipino workers. Subic Bay must be vacated by December 31.

Notice

To Government Service Seafarers: Wage Charts Are on the Way

Updated wage, overtime and penalty rate charts for SIU Government Services Division members are arriving aboard Military Sealift Command-Pacific Fleet (MSCPAC) vessels.

The charts, effective October 1, 1991, reflect a 4.1 percent increase in wages which was announced in

February. Government Services Division members already should be receiving the increases retroactive from September 29.

Members with any questions or problems should contact Roy "Buck" Mercer, SIU vice president for government services, at (415)861-3400.

Congress Readies Measure To Assist New Bedford Fleet

Efforts are being sought in the U.S. Senate to clarify tax language that would simplify the tax withholding policy for fishermen in New Bedford, Mass.

The measure, already passed by both the Senate and House of Representatives, would clarify a provision in the Internal Revenue Code of 1986 to calculate crew size on a fishing vessel on an annual, not quarterly, basis. Because of a ruling by the Internal Revenue Service (IRS) in 1988, the owner of every fishing boat in the nation's largest per catch fishing port has been hit with back taxes and fines.

"These back taxes could destroy our whole fishing industry," Port Agent Henri Francois told a reporter for the Seafarers LOG. "They have made us a test case. Everybody has been affected."

The present legislation, sponsored by Senator Edward M. Kennedy (D-Mass.), would not reduce the amount of taxes to be paid by the fishermen, but would clarify how and when such taxes would be collected. Members are urged to contact their representatives in Congress to support the proposal.

The 1986 code declared that fishermen on vessels with a crew of less than 10 people are self-employed and would have to file their own state and federal withholding taxes. This included all SIU-contracted fishing vessels in the New Bedford fleet, according to Francois.

In 1988, the IRS decided crew size should be counted quarterly rather than take the annual average. The agency then made its ruling retroactive to 1985. Because of the change, the IRS claimed boat owners owe more than \$11 million in back taxes, penalties and interest.

Because of the ruling, Kennedy, in a letter to IRS Commissioner Shirley Peterson, wrote, "In New Bedford, virtually the entire fishing fleet, which constitutes the primary industry in southeastern Massachusetts, is in jeopardy of being seized as a result of IRS action."

Representative Gerry Studds (D-Mass.), whose district includes New Bedford, passed a bill in the last session of Congress to correct the IRS decision.

Kennedy worked with the staff of the Senate Finance Committee to include the clarification in the 1992 tax code legislation. Despite calls for no individual member or district items, Kennedy secured the measure in the bill.

With help from Studds, Senator John Kerry (D-Mass.) and Representative Brian Donnelly (D-Mass.), the clarification was approved by both branches of the Congress.

However, President Bush vetoed the package for reasons other than the New Bedford provision. Because of the earlier support in both the House and Senate, it is expected the clarification will pass once again when it makes its way through Congress.



Senator Edward M. Kennedy (D-Mass.), speaking at last month's Workers Memorial Day, continues to push for clarification of the New Bedford fishing fleet tax laws.

Polish Mayor Studies U.S. Shipping



St. Louis Field Representative Steve Jackson (right) discusses U.S.-flag maritime policies with Wladyslaw Tomasz Lisewski (left), mayor of Szczecin, Poland, during a seminar arranged by the Public Policy Research Center of the University of Missouri at St. Louis. Mark Karpinski (center) served as interpreter at the event sponsored by the World Affairs Council of St. Louis.

LOG-A-RHYTHM

Rollin' With the Swells

by Bill Daniels

Bill Daniels, who sails out of the port of New Orleans, wrote this poem (it was actually intended to be the lyric sheet to a song) while sailing aboard the USNS Sealift China late last year. An SIU member since 1990, the steward department member also sailed aboard the USNS Bellatrix during Operation Desert Sortie in the Persian Gulf.

*When the wind is wailing' and the ship is heading' south.
And the waves leap up like the hounds of Hell,
all foamin' at the mouth,
like a penny that's been tossed
into a wishing well
when the sea gets rough I'll
be hanging tough and
rollin' with the swells.*

*Sometimes the sea is calm and clear,
just like a brand new bride,
but wine can turn to vinegar with
the turnin' of the tide.
When the Sirens start their singing
to the tune of wedding bells
tied to the mast, my ears stuffed with wax
I'll be rollin' with the swells.*

*Now the rain beats on the deck.
I hear the high wind moan.
And our ship is tossed and rockin' and
so far away from home.
But when we make it back again
we'll have a tale to tell
about sailin' on these stormy seas and
rollin' with the swells.*

*Now you can sell your soul for money
or sell it for a fix.
Or you can turn your life around
Or you can turn a trick.
And there's always some fool's paradise
a half a step from Hell.
When the sea gets rough
I'll keep hanging tough
and rollin' with the swells.*

In Memory of Boatman John Wodka



A wreath-laying ceremony was held in the port of Baltimore to honor the memory of Seafarer John Wodka, 41, who died March 7. Wodka had been a member of the SIU since 1970. The above photo was taken on the stern of the McAllister tug America. Pictured from left to right are Ed Johansen, president, McAllister of Baltimore; Jake Bryant, port engineer; Bill Bryant, company engineer; J. Payne, tug engineer; Tom Lemaire, deckhand; Norm Gifford and Captain Jeff Parkin.

**June & July
Membership Meetings
Deep Sea, Lakes,
Inland Waters**

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

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

Personals

**JOHN RAYMOND
NATHAN SR.**

Anyone knowing the whereabouts of John Raymond Nathan Sr., please contact John Raymond Nathan Jr. at 500 East Olive Street, Staunton, Ill. 62088, or call (618) 635-8557. He sailed with the union out of New Orleans throughout the '60s and '70s.

Notices

Red River Carriers

Effective August 26, 1991, a 4 percent increase was due in the Red River Carriers contract.

Any seaman who sailed aboard the MV Advantage should send copies of his discharges to the Contracts Department at headquarters. Note also that the 4 percent increase will be reflected in the vacation plans.

Dispatchers' Report for Deep Sea

MARCH 16 — APRIL 15, 1992

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	37	28	24	15	18	4	10	67	32	34
Philadelphia	3	4	4	1	2	1	0	5	4	10
Baltimore	5	11	6	2	5	3	3	10	12	8
Norfolk	11	17	7	14	6	9	9	18	26	4
Mobile	13	18	10	7	7	3	2	20	30	24
New Orleans	26	23	16	21	12	5	4	46	27	55
Jacksonville	24	19	24	23	9	4	10	39	27	34
San Francisco	30	26	15	19	21	7	6	48	36	25
Wilmington	18	18	8	18	8	4	6	25	26	23
Seattle	34	17	13	30	14	15	15	44	14	24
Puerto Rico	13	8	4	11	2	1	4	15	7	6
Honolulu	8	4	8	9	9	10	5	6	14	7
Houston	22	24	13	24	21	5	14	37	25	34
St. Louis	2	2	1	0	0	1	0	2	5	2
Piney Point	3	12	5	1	3	0	1	3	16	7
Algonac	0	4	1	0	3	1	0	0	2	2
Totals	249	235	159	195	140	73	89	385	303	299
ENGINE DEPARTMENT										
New York	23	12	12	13	3	2	5	40	23	23
Philadelphia	2	3	1	1	0	2	1	6	8	5
Baltimore	4	2	2	5	2	0	0	9	1	3
Norfolk	5	10	9	2	6	5	5	10	11	9
Mobile	9	12	6	6	1	0	0	15	16	10
New Orleans	17	17	14	10	6	1	1	25	22	26
Jacksonville	9	8	13	16	10	6	7	18	15	19
San Francisco	23	22	5	12	12	3	7	37	28	16
Wilmington	7	7	8	3	4	3	5	16	21	20
Seattle	13	9	9	18	8	7	9	14	9	14
Puerto Rico	5	2	0	1	1	0	0	9	1	0
Honolulu	0	10	11	3	8	9	2	0	11	5
Houston	14	15	12	7	8	3	4	25	20	21
St. Louis	0	2	5	1	0	0	0	0	5	7
Piney Point	1	15	9	0	6	1	1	2	36	12
Algonac	0	0	1	0	0	1	0	0	1	1
Totals	132	146	117	98	75	43	47	226	228	191
STEWARD DEPARTMENT										
New York	19	11	7	8	4	3	7	37	18	8
Philadelphia	4	0	1	1	0	0	1	4	3	1
Baltimore	2	1	0	1	3	0	0	6	3	1
Norfolk	7	1	1	4	2	3	5	13	2	3
Mobile	7	2	1	4	1	1	0	14	10	5
New Orleans	18	9	4	7	5	1	0	22	10	8
Jacksonville	12	8	1	10	2	1	3	21	11	3
San Francisco	42	12	1	32	10	3	9	79	21	5
Wilmington	9	4	6	3	4	0	3	27	9	9
Seattle	20	10	1	21	5	3	7	24	13	1
Puerto Rico	4	1	0	3	1	1	2	5	1	1
Honolulu	8	19	18	9	9	11	51	12	31	24
Houston	14	2	2	8	8	1	4	21	2	6
St. Louis	0	1	1	0	1	0	0	0	0	1
Piney Point	5	13	5	2	1	0	0	5	20	5
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	171	94	49	113	56	28	92	290	154	81
ENTRY DEPARTMENT										
New York	11	38	68	7	14	4	0	19	79	146
Philadelphia	2	4	5	0	0	1	0	2	9	9
Baltimore	1	7	5	0	5	2	0	3	8	9
Norfolk	3	18	10	1	6	5	0	7	24	22
Mobile	2	17	5	1	4	0	0	3	40	16
New Orleans	7	37	31	4	14	5	0	11	57	54
Jacksonville	0	17	11	2	5	2	0	3	49	30
San Francisco	26	23	33	12	16	6	0	47	44	66
Wilmington	11	10	8	3	5	0	0	16	22	22
Seattle	8	15	7	3	13	9	0	11	9	12
Puerto Rico	5	7	5	3	2	1	0	8	11	9
Honolulu	4	39	114	2	30	126	0	7	44	185
Houston	4	19	6	4	18	2	0	7	36	19
St. Louis	0	2	1	0	2	0	0	0	0	2
Piney Point	0	33	6	0	38	0	0	0	28	9
Algonac	0	2	0	0	1	0	0	0	5	0
Totals	84	288	315	42	173	163	0	144	465	610
Totals All Department	636	763	640	448	444	307	228	1,045	1,150	1,181

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

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

A total of 1,427 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,427 jobs shipped, 448 jobs or about 31 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From March 16 to April 15, 1992, a total of 228 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 16,298 jobs have been shipped.

The Seafarers Pension Plan announces the retirement of 59 members this month. Forty-three of those signing off sailed in the deep sea division, while 11 sailed in the inland division. Five sailed in the Great Lakes division.

Deck department member **Elvis Warren** and engine department member **Jack Farmer**, both 73, are the oldest of the new pensioners. But a few others are not far behind: engine department members **Thomas Stubbs**, 72; **Winon Walker**, 71; and **Joe LaCorte**, 71.

Brief biographical sketches of these men and the other new pensioners follow.

DEEP SEA



CHARLES BURNS, 65, joined the SIU in 1962 in the port of New Orleans. Born in Sarasota, Fla., he sailed in the engine department. Brother Burns upgraded at the Lundeberg School in 1981. He has retired to Franklinton, La.

LEON BUTLER, 65, joined the Seafarers in 1970 in his native Jacksonville, Fla. Brother Butler sailed as a chief cook. He still calls Jacksonville home.



CHARLES CALLAHAN, 64, joined the SIU in 1957 in the port of Baltimore. He was born in Ogdensburg, N.Y. and sailed in the deck department. Brother Callahan served in the Navy from 1945 to 1948. He resides in Castro Valley, Calif.

ROBERT CARRIGAN, 65, joined the union in 1951 in the port of Baltimore. A native of Pennsylvania, he sailed in the engine department. Brother Carrigan served in the Army from 1945 to 1947. He lives in the Philadelphia area.

BENJAMIN COOLEY, 61, joined the SIU in 1957 in the port of Mobile, Ala. The Alabama native sailed in the engine department. Brother Cooley has retired to Wilmer, Ala.



JEWELL DEARING, 63, joined the SIU in 1960 in the port of Houston. He was born in Virginia and sailed in the deck department. Brother Dearing served in the Army from 1943 to 1946. He has retired to League City, Texas.

RICHARD DARVILLE, 65, joined the Seafarers in 1947 in the

**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.

port of New Orleans. Born in Florida, he completed the bosun recertification program at the Lundeberg School in 1974. Brother Darville resides in New Caney, Texas.

JOHN DECULTY, 65, joined the Seafarers in 1952 in his native New York. He sailed in the deck department. Brother DeCulty served in the Coast Guard from 1943 to 1946. He lives in Miami.

JIMMY DUFORE, 55, joined the union in 1964 in his native New Orleans. He sailed in the deck department. Brother Dufore has retired to Metairie, La.



LOUIS ESCARRA, 66, graduated from the Andrew Furuseth Training School in New York in 1957. A native of Florida, he sailed in the deck department. Brother Escarra upgraded in 1959. He served in the Navy from 1943 to 1946. Brother Escarra lives in Miami.



ARMANDO FRISSORA, 64, joined the SIU in 1945 in his native New York. Known by his shipmates as "Frisco," he sailed in the steward department. Brother Frissora has retired to Hialeah, Fla.



HENRY GALICKI, 63, joined the Seafarers in 1955 in the port of Baltimore. He was born in Bayonne, N.J. and in 1982 completed the steward recertification course at the Lundeberg School. Brother Galicki resides in Charleston Heights, S.C.



THOMAS GLENN, 65, joined the union in 1947 in the port of Norfolk, Va. The native of Spencer, N.C. sailed in the deck department. Brother Glenn received from the Seafarers' Safety Program an award for helping keep the SS Emelia accident-free during the first half of 1960. He served in the Army from 1950 to 1952. Brother Glenn lives in Crescent, Ga.



DANIEL GOMEZ, JR., 69, joined the SIU in 1961 in the port of Houston. Born in Texas, he sailed in the engine department. Brother Gomez has retired to Houston.

JAMES HARDEN, 65, joined the Seafarers in 1975 in the port of New York. He was born in Florida and sailed in the steward department. Brother Harden upgraded at the Lundeberg School in 1982. He served in the Navy from 1945 to 1946. Brother Harden lives in New York.



RICHARD E. HUNT, 64, joined the union in 1946 in the port of New York. A native of Pittsfield, Mass., he sailed as a bosun. Brother Hunt has retired to Bennington, Vt.



JACK JOHNSON, 53, joined the SIU in 1960 in his native Portland, Ore. He sailed in the engine department and also worked in the Sea-Land shoregang. Brother Johnson served in the Army from 1957 to 1960. He resides in Trout Creek, Mich.



WILLIAM JOHNSON, 65, joined the Seafarers in 1951 in the port of New York. The Alabama native sailed in the deck and engine departments. Brother Johnson upgraded frequently at the Lundeberg School. He served in the Navy from 1943 to 1946. Brother Johnson lives in Mobile, Ala.



JOHN KELSEO, 60, joined the SIU in 1951 in the port of Mobile, Ala. He was born in Greenville, Ala. and in 1984 completed the bosun recertification program at the Lundeberg School. Brother Kelseo served in the Army from 1953 to 1955. He has retired to Georgiana, Ala.

JOSEPH LACORTE, 71, joined the Seafarers in 1953 in the port of New York. Born in Oakland, Calif., he sailed



in the engine department. Brother LaCorte resides in Seattle.



HERBERT LEAKE, 60, graduated from the Andrew Furuseth Training School in New York in 1961. He was born in Gaylord, Va. and in 1975 completed the bosun recertification course at the Lundeberg School. Brother Leake served in the Army from 1949 to 1952. He has retired to Winchester, Va.

EUGENE LINCH, 67, joined the SIU in 1943 in the port of New Orleans. Born in Mobile, Ala., he sailed in the steward and engine departments. Brother Linch resides in Tallahassee, Ala.



GILBERT MURRAY, 62, joined the Seafarers in 1968 in the port of San Francisco. A native of Yale, Mich., he completed the steward recertification course at the Lundeberg School in 1981. Brother Murray has retired to Jacksonville, Fla.



JOHN MURRAY, 70, joined the SIU in 1965 in the port of San Francisco. Born in New York, he sailed in the engine department. Brother Murray upgraded at the Lundeberg School in 1987. He served in the Marine Corps from 1942 to 1946. He resides in Seattle.



LUTHER MYREX, 66, joined the SIU in 1945 in the port of San Francisco. The native of Birmingham, Ala. completed the steward recertification program at the Lundeberg School in 1975. Brother Myrex served in the Army from 1951 to 1954. He has retired to Mount Olive, Ala.



BARD NOLAN, 65, joined the Seafarers in 1968 in the port of San Francisco. He was born in Chicago and sailed in the deck department. Brother Nolan served in the Navy from 1945 to 1949. He served in the Marine Corps from 1950 to 1953. Brother Nolan lives in Portland, Ore.



MIKKO NUOTIO, 66, joined the SIU in 1968 in the port of San Francisco. Born in Finland, he sailed in the deck department. Brother Nuotio upgraded frequently at the Lun-

Continued on page 25

Dispatchers' Report for Great Lakes

MARCH 16 — APRIL 15, 1992

CL—Company/Lakes L—Lakes NP—Non Priority
 *TOTAL REGISTERED All Groups **REGISTERED ON BEACH All Groups
 Class CL Class L Class NP Class CL Class L Class NP Class CL Class L Class NP

Port	DECK DEPARTMENT								
	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
Algonac	0	26	4	0	18	0	0	39	8
Port	ENGINE DEPARTMENT								
	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
Algonac	0	12	1	0	22	1	0	17	3
Port	STEWARD DEPARTMENT								
	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
Algonac	0	7	0	0	6	0	0	9	0
Port	ENTRY DEPARTMENT								
	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
Algonac	0	24	12	0	0	0	0	37	16
Totals All Departments	0	69	17	0	46	1	0	102	27

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

Dispatchers' Report for Inland Waters

MARCH 16 — APRIL 15, 1992

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

Region	DECK DEPARTMENT								
	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Atlantic Coast	10	0	0	1	0	0	35	0	0
Gulf Coast	5	5	13	2	2	4	8	6	25
Lakes & Inland Waters	12	0	0	0	0	0	61	0	0
West Coast	1	0	1	0	0	0	1	1	3
Totals	28	5	14	3	2	4	105	7	28
Region	ENGINE DEPARTMENT								
	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
Atlantic Coast	4	0	0	0	0	0	15	4	0
Gulf Coast	1	0	1	0	0	0	2	0	2
Lakes & Inland Waters	8	0	0	0	0	0	38	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	13	0	1	0	0	0	55	4	2
Region	STEWARD DEPARTMENT								
	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
Atlantic Coast	3	0	0	1	0	0	8	3	0
Gulf Coast	3	0	1	0	0	0	2	1	1
Lakes & Inland Waters	2	0	0	1	0	0	19	0	0
West Coast	1	0	0	0	0	0	1	0	0
Totals	9	0	1	2	0	0	30	4	1
Totals All Departments	50	5	16	5	2	4	190	15	31

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

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

Maritime Not Hit By Reg Moratorium

Seafarers will not feel the effect of a moratorium on new federal regulations despite an announcement last month by President George Bush that it be extended an additional 120 days.

The proposed implementation of user fees for Coast Guard-issued merchant marine documents and licenses as well as changes created by the Oil Pollution Act of 1990 (OPA '90) are mandated by Congress. The presidential moratorium, which originally was announced during his State of the Union address in January, only deals with voluntary regulations.

The user fee regs are driven by budget considerations and thus are not subject to the moratorium, and the OPA '90 rules are exempt because of a congressionally set deadline, according to a Coast Guard spokesman.

OPA '90 was enacted in 1989. It demands that all tankers greater than 5,000 gross tons have double hulls by the year 2015 and all companies that ship petroleum acquire certificates of financial responsibility to cover the cost of cleaning up an accident. The proposed user fee on marine documents and licenses came about as a result of the 1990 budget act.

Crossing the Delaware



SIU member Bill Mulholland, a drill mechanic, rides with his family across the Delaware River on an SIU-crewed ferry. From left are Denise, Ryan, Brittany, Bill and Billy.

Seafarers International Union Directory

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

HEADQUARTERS

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

ALGONAC

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

BALTIMORE

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

DULUTH

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

HONOLULU

606 Kalihi St.
Honolulu, HI 96819
(808) 845-3222

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

MOBILE

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

NEW BEDFORD

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

SAN FRANCISCO

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

Government Services Division

(415) 861-3400

SANTURCE

1057 Fernandez Juncos St.
Stop 16
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

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.

STONEWALL JACKSON (Waterman Steamship), December 22 — Chairman Carl Lineberry, Secretary Melvin Hite, Educational Director Frank Quebedeaux, Deck Delegate Alfred Severe, Engine Delegate Q. Francis. Chairman announced payoff. No beefs or disputed OT reported. Crew was reminded to make sure doors are locked in port. Crew appreciates new washer and iron.

EQUALITY STATE (IOM), January 26 — Chairman D. Clements, Secretary G. Broyles, Educational Director William Harris. Educational director noted GED information available upon request. He urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Washers need repair. Chairman suggested crew designate one washer for soiled clothes.

GUAYAMA (Puerto Rico Marine), January 26 — Chairman G.R. Kidd, Secretary William Williams, Educational Director M. Serlis, Engine Delegate Ronald Williams, Steward Delegate O. Rios. Chairman thanked crew for fine work. Educational director reminded members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew asked contracts department to seek reduction of time between payoffs. Crew thanked steward department for great job preparing food and also keeping decks in excellent condition. Next port: San Juan.

OVERSEAS OHIO (Maritime Overseas), January 29 — Chairman M. St. Angelo, Secretary Earl Gray, Engine Delegate Eric Hyson, Steward Delegate A. Ganglois III. Chairman spoke about importance of upgrading at Lundeberg School. He asked members to be aware of potentially unsafe conditions aboard ship. He stressed need for members to read Seafarers LOG, and in particular the President's Report. He encouraged members to support SPAD. Educational director asked members to stand by their union and read their union book at least twice per year. Treasurer reported 42 new movies aboard. No beefs or disputed OT reported. Chairman distributed updated schedule of courses available at Lundeberg School. Crew extended vote of thanks to galley gang. Next port: Texas City, Texas.

USNS PREVAIL (USMMI), January 6 — Chairman Carl Kriensky, Secretary Ann Davidson, Educational Director Bruce Korte, Deck Delegate Joe Mur-

phy, Steward Delegate Carleton Warren. Secretary reported purchases of new dart board, exercise equipment and videotapes. Educational director distributed Lundeberg School schedules and encouraged members to upgrade. No beefs or disputed OT reported. Crew discussed correspondence received from contracts department. Chairman noted need to separate trash. Crew thanked steward department for job well done.

USTS PACIFIC (IOM), January 19 — Chairman A. Barrows, Secretary P. Crum, Educational Director Tom Flynn, Engine Delegate J. Daminiamo, Steward Delegate B. Smith. Secretary and treasurer urged members to upgrade at Lundeberg School. Treasurer reported \$200 in ship's fund. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew asked contracts department for clarification on carpentry. Crew received inadequate information at job call due to breakdown in communication between company and dispatcher. Next port: France.

DIAMOND STATE (IOM), February 2 — Chairman G. Corelli, Secretary Vincent Sanchez, Jr., Secretary Samuel Haynes. Chairman relayed thanks from captain for job well done and cooperation. Captain ordered new TV and VCR for unlicensed crew. Chairman announced payoff and subsequent trip to New Orleans. He thanked crew for smooth trip. Educational director noted Lundeberg School information posted. All three department delegates reported disputed OT. Crew discussed need for courtesy.

NEDLLOYD HOLLAND (Sea-Land Service), February 9 — Chairman Pete Loik, Secretary R. Poovey, Steward Delegate Coy Hendricks. No beefs or disputed OT reported.

ITB GROTON (Sheridan Transportation), February 26 — Chairman N. Matthey, Secretary Michael Hammock, Educational Director J. Carnell, Deck Delegate M. Carpenter, Engine Delegate A. Salim, Steward Delegate W. Campbell. Chairman announced payoff. He suggested crew start movie fund. Secretary noted importance of supporting SPAD. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew thanked galley gang for enjoyable Texas-style barbecue.

ITB NEW YORK (Sheridan Transportation), February 1 — Chairman B. Carrano, Secretary J. Iverson, Educational Director Charles Lore, Deck Delegate E. Luzier, Engine Delegate Luis Pagan, Steward Delegate Dimas Rodriguez. Secretary reported beef. Educational director noted importance of donating to SPAD. All department delegates reported disputed OT. Crew asked contracts department for clarification on penalty rate. AB Sean Ryan recently completed dive certification at reefs off St. Croix. He finished testing after about two months of voyages. Crew observed one minute of silence in memory of departed brothers. Next port: New York.

ITB NEW YORK (Sheridan Transportation), February 24 — Chairman B. Carrano, Secretary J. Iverson, Educational Director Charles Lore, Deck Delegate Ed Luzier, Engine Delegate Luis Pagan, Steward Delegate Dimas Rodriguez. Educational director urged members to upgrade at Lundeberg School and discussed lifeboat drills. No beefs or disputed OT reported. Steward

informed crew about new feeding arrangements. Next port: New York.

SGT. MATEJ KOCAK (Waterman Steamship), February 22 — Chairman A. Urli, Secretary Lonnie Gamble, Educational Director D. Peterson, Deck Delegate George Dean, Sr., Engine Delegate Robert Hines, Steward Delegate Stanley Washington. Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegates. Crew gave vote of thanks to steward department—Steward/Baker Lonnie Gamble, Chief Cook Audrey Brown, Assistant Cook Thaddeus Jalvia, Steward Assistant Herbert Washington and Steward Assistant Stanley Washington—for fine presentation of meals, pleasant attitude and spotless galley and pantry. Next port: Scotland.

LNG TAURUS (ETC), February 16 — Chairman C. Pineda, Secretary D. Pappas, Educational Director G. Lindsay,

SEA-LAND DEFENDER (Sea-Land Service), February 29 — Chairman Joe Alleluia, Secretary John J. Alamar, Educational Director Joe Barry. Chairman noted good trip and good food. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Crew asked contracts department to seek increase in optical and dental benefits. Next port: Oakland, Calif.

SEA-LAND INDEPENDENCE (Sea-Land Service), February 1 — Chairman Francis Adams, Secretary Nancy Heyden, Educational Director Irwin Rousseau, Deck Delegate Mike Warren, Steward Delegate Ernest Dumont. Chairman reminded members that 1992 is an election year. He urged all members to vote and also to contact their congressmen and senators to affirm need for strong U.S. merchant fleet. Educational director discussed importance of individual money management. He urged

Active Seafarer Takes Plunge



Sean Ryan, AB aboard the ITB New York, recently completed dive certification at reefs off St. Croix. At last summer's Solidarity Day rally in Washington, D.C., Ryan was chosen to lead the 325,000 marchers down Constitution Avenue as a representative of America's merchant mariners who served in the Persian Gulf.

Deck Delegate Paul Jagger, Steward Delegate Henry Daniels. Chairman reported smooth trip and good personnel. Educational director encouraged members to upgrade at Lundeberg School. Treasurer reported \$980 in ship's fund. No beefs or disputed OT reported. Crew voted for no smoking in messhall during meal hours.

STONEWALL JACKSON (Waterman Steamship), February 23 — Chairman Carl Lineberry, Secretary Melvin Hite, Educational Director Frank Quebedeaux, Deck Delegate Gene Kaiser, Engine Delegate Charles Kennedy, Steward Delegate Alfred Severe. Chairman reported end-of-year paychecks will be sent to whomever crewmember designated. He announced payoff and advised members to upgrade at Lundeberg School. No beefs or disputed OT reported. Two washing machines are on order. VCR also on order. Next port: Norfolk, Va.

LIBERTY SUN (Liberty Maritime), February 15 — Chairman Ralph Moore, Secretary F.L. Washington, Sr., Educational Director Eddie Major, Deck Delegate Joseph Carrillo, Engine Delegate John Whitley. Chairman announced payoff scheduled for Houston. No beefs or disputed OT reported.

OVERSEAS ARCTIC (Maritime Overseas), February 23 — Chairman John Little, Jr., Secretary T. Kreis, Educational Director E. Figueroa, Deck Delegate R. Zepeda, Engine Delegate Andrew Lopez, Steward Delegate John Mc-Larke. Chairman announced payoff. No beefs or disputed OT reported. Next port: Freeport, Texas.

OVERSEAS NEW ORLEANS (Maritime Overseas), February 24 — Chairman A. Zepeda, Secretary A. Todd, Educational Director C. Castro, Deck Delegate Ali Shaibi. Secretary reminded members to keep messhall clean. No beefs or disputed OT reported. Next port: Lake Charles, La.

members to upgrade at Lundeberg School and donate to SPAD. No beefs or disputed OT reported. Crew noted need for new VCR. Crew asked contracts department for clarification on guidelines for quartermaster. Crew was reminded to keep doors closed due to rats on board. Crew extended vote of thanks to galley gang. Next port: Hong Kong.

USNS PREVAIL (U.S. Marine Management), February 21 — Chairman Carl Kriensky, Secretary A. Davidson, Educational Director Bruce Korte, Deck Delegate Joe Murphy, Steward Delegate Carleton Warren. Secretary reminded members to pick up forms for vacation pay and benefits. No beefs or disputed OT reported. Crew thanked steward department for excellent job.

USNS WORTHY (U.S. Marine Management), February 27 — Chairman R.M. Slacks. Chairman advised crewmembers about vacation pay and benefits. No beefs or disputed OT reported.

USTS PACIFIC (IOM), February 9 — Chairman Mark Trepp, Secretary R. Worobey, Educational Director M. Vacca, Deck Delegate John Batorksi, Engine Delegate J. Paminiamo, Steward Delegate Bryan Smith. Educational director urged members to take advantage of opportunities at Paul Haul Center for Maritime Training. He reminded members that this is an election year, and encouraged support of SPAD. No beefs or disputed OT reported. Crew thanked galley gang for job well done.

AMERICAN CONDOR (Crowley Caribbean Transport), March 13 — Chairman Bill Dowzcky, Secretary Carlos Sierra, Deck Delegate Robert Miller, Engine Delegate G. Platt. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew asked contracts department for clarifications on sustenance pay and QMED duties.

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Getting the Kinks Out



Frankie Valle, oiler aboard the Independence, untangles a line.

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EQUALITY STATE (IOM), March 31 — Chairman D. Clements, Secretary S. Wilhite, Educational Director B. Harris, Steward Delegate Marcia Mossberger. Chairman explained shipping rules for C-cards. Educational director advised members to upgrade at Lundeberg School. No beefs or disputed OT reported. Captain and chief mate relayed thanks to deck department and crew for work done in Damman. Crew received certificates for quick and efficient work. Chairman thanked steward department for job well done.

GALVESTON BAY (Sea-Land Service), March 9 — Chairman G. Wilson, Secretary R. Hicks, Educational Director Peter Kanavos. Chairman announced payoff scheduled for Houston. No beefs or disputed OT reported.

NEDLOYD HUDSON (Sea-Land Service), March 15 — Chairman C. James, Secretary Roger Griswold, Educational Director Christos Tsipliareles. Chairman asked members to treat each other with courtesy and consideration. Secretary reminded crew that cafeteria style dining means everyone should return items to where they belong. Steward delegate reported beef. No beefs or disputed OT reported by deck or engine delegates. Crew thanked deck department for keeping 03 deck clean. Next port: Jacksonville, Fla.

ITB BALTIMORE (Sheridan Transportation), March 6 — Chairman Tom Bluit, Secretary Andrew Hagan, Educational Director Paul Honeycutt. Chairman announced ship will be in Brooklyn, N.Y. shipyard for at least four months. No beefs or disputed OT reported. Crew extended vote of thanks to galley gang. Next port: Jacksonville, Fla.

ITB JACKSONVILLE (Sheridan Transportation), March 29 — Chairman Luke Wells, Engine Delegate Brent Sullivan, Steward Delegate Norman Erickson. No beefs or disputed OT reported. Crew asked contracts department for clarification on company lunch policy. Next port: New York.

ITB MOBILE (Sheridan Transportation), March 1 — Chairman Sonny Pinkham, Secretary P. Sellan, Educational Director J. Pazos, Deck Delegate R. Paradise, Engine Delegate Floyd Talley, Steward Delegate Theodore Quammie. Chairman thanked everyone on deck for cooperation and making things go smoothly. Secretary thanked members for keeping ship clean. Educational director stressed importance of upgrading at Lundeberg School. Treasurer reported \$49 in ship's fund. No beefs or disputed OT reported. Crew thanked steward department for job well done.

LIBERTY SPIRIT (Liberty Maritime), March 8 — Chairman Larry Manry, Secretary Steve Venus, Engine Delegate Perry Boyd, Jr., Steward Delegate Isaac

Gordon. Chairman reported disturbance and subsequent corrective action. Educational director urged members to upgrade at Lundeberg School. Treasurer reported \$42 in ship's fund. No beefs or disputed OT reported. Crew thanked galley gang for fine chow. Next port: New Orleans.

LIBERTY STAR (Liberty Maritime), March 22 — Chairman Hugo Dermody, Secretary Ray Brown, Educational Director L. Cope, Deck Delegate Richard Juan. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Crew advised fellow SIU members to upgrade at Lundeberg School. Crew says hats off to steward department for job well done. Next port: New Orleans.

LNG AQUARIUS (ETC), March 15 — Chairman Sam T. Brooks, Secretary Michael Ruggiero, Educational Director John Wong, Deck Delegate John O'Connell, Engine Delegate David Terry Jr. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew extends salutations to former SIU Vice President-Contracts Angus "Red" Campbell for job well done. Chairman encouraged everyone to dress properly for meal times. Crew thanked galley gang for job well done. Crew extends greetings to LOG editor and says thanks for job well done.

RICHARD G. MATTHIENEN (Ocean Shipholding), March 24 — Chairman James Martin, Secretary James Swart, Educational Director Don Leight, Deck Delegate Marc Taylor, Engine Delegate Robert Gaglioti, Steward Delegate Plurinsus Ordansa. Educational director noted tax tips from LOG are posted. No beefs or disputed OT reported. Crew thanked galley gang for excellent food and cleanliness of dining areas. Crew noted good teamwork and high morale leading to extra-efficient operations.

NEWARK BAY (Sea-Land Service), March 1 — Chairman J.W. Donaldson, Secretary J. Fletcher, Educational Director H. Schluter, Deck Delegate Danny Davis, Engine Delegate Alex Resendez. No beefs or disputed OT reported. Crew extended vote of thanks to steward department. Next port: Boston.

OMI MISSOURI (OMI Corp.), March 15 — Chairman Marvin Zimbro, Secretary Clyde Kreiss, Deck Delegate Jeff Saxon, Engine Delegate W.H. Day, Steward Delegate Jorge Bernardez. Chairman announced ship headed for Mobile for layup. No beefs or disputed OT reported. Refrigerator in crew mess leaks and needs repair. Crew thanked steward department for job well done.

OMI WILLAMETTE (OMI Corp.), March 17 — Secretary Robert L. Scott, Sr. No beefs or disputed OT reported.

OVERSEAS VIVIAN (Maritime Overseas), March 22 — Chairman Jerome Williams, Secretary Douglas Hundshamer, Educational Director Jim Fonville, Deck Delegate Tyrone Burrell, Engine Delegate Ronald Gianini, Steward Delegate Alex Jaradle. Chairman announced payoff scheduled for port of New York. No beefs or disputed OT reported. Crew thanked steward department. Crew thanked deck department for ship's cleanliness. Crew would like to send its condolences to friends and family of dearly departed Brother William Ashman, who last sailed on the Overseas Vivian. Next port: New York.

OVERSEAS VALDEZ (Maritime Overseas), March 4 — Chairman Erol Pak, Secretary T. Laffitte, Educational Director M. McKeny. Chairman noted great trip and thanked crew for everything. Educational director stressed importance of upgrading at Lundeberg School. No beefs or disputed OT reported. Chairman reminded all crewmembers to clean rooms for new members. Crew gave vote of thanks to steward department.

PRIDE OF TEXAS (Seahawk Management), March 1 — Chairman Eugene Grantham, Secretary Ernie Hoitt, Deck Delegate Arthur Machado, Engine

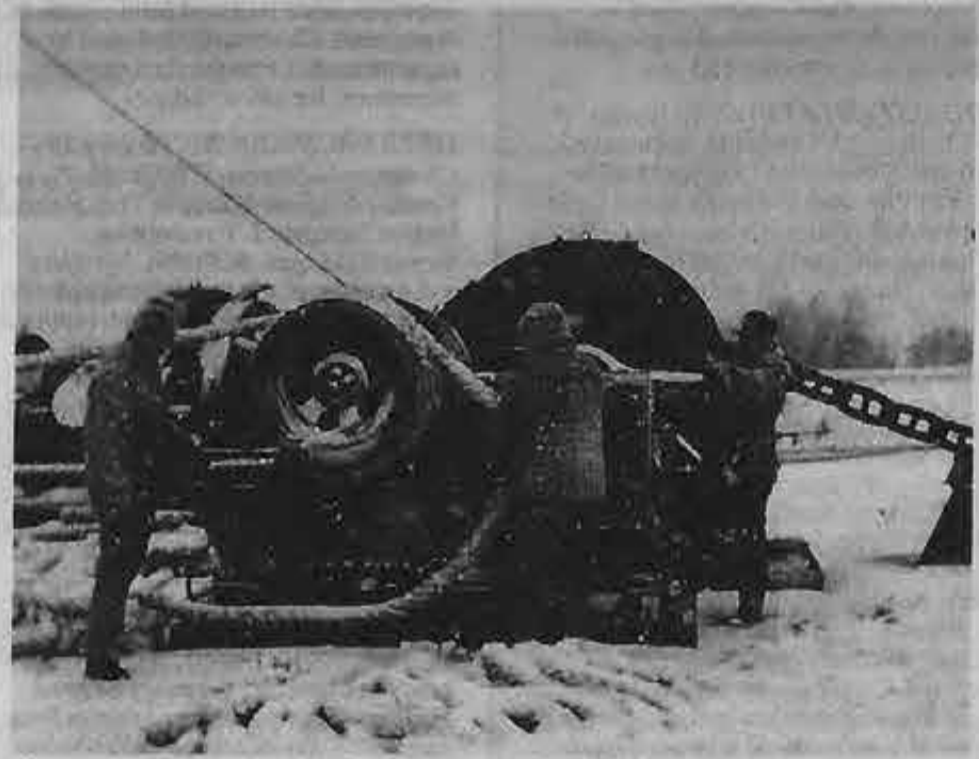
Delegate Jerome Butler, Steward Delegate Billy Mitchell. Secretary asked everyone to register to vote, since this is an election year and votes make a difference in our jobs. He urged members to upgrade at Lundeberg School and donate to SPAD. Treasurer reported \$470 in ship's fund. Deck delegate thanked all departments for cooperating in rough weather. No beefs or disputed OT reported. Crew thanked galley gang for job well done. Next port: Norfolk, Va.

RALEIGH BAY (Sea-Land Service), March 15 — Chairman Howard Knox, Secretary J. Speller, Deck Delegate J.C. Blavat. Chairman urged members to upgrade at Lundeberg School and donate

Secretary reported he would see patrolman about company keeping cadets aboard at all times. He wants to know if steward department gets paid for serving them. No beefs or disputed OT reported. Crew thanked steward department for good food and good job. Next port: Elizabeth, N.J.

SEA-LAND ENTERPRISE (Sea-Land Service), March 1 — Chairman Elex Cury, Secretary E.M. Douroudous, Educational Director L.E. Bryant. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew requests new VCR and new television. Also requests copy of safety meetings. Next port: Oakland, Calif.

Working in a Polish Snow



Deck gang members from the Ultrasea are at work in the Gdansk, Poland shipyard during a snowstorm. They are (from left) AB Screano Hilton, Deck Maintenance James Brinks and Bosun Cesar A. Gutierrez.

to SPAD. No beefs or disputed OT reported. Crew extended vote of thanks to steward department for job well done.

SEA-LAND ATLANTIC (Sea-Land Service), March 22 — Chairman Willoughby Byrd, Secretary Gerald Sinks, Educational Director Edward Smith. No beefs or disputed OT reported. Crew rec room has no radio. Next port: Charleston, S.C.

SEA-LAND CHALLENGER (Sea-Land Service), March 8 — Chairman Roy Williams, Secretary H. Scypes, Engine Delegate Juan Guaris, Steward Delegate Jose Ortiz. Chairman reported everything running smoothly. He announced payoff scheduled for Elizabeth, N.J. Secretary conveyed thanks from steward department for good eight-month stay aboard. No beefs or disputed OT reported. Crew thanked steward department. Crew observed one minute of silence in memory of departed brothers.

SEA-LAND CONSUMER (Sea-Land Service), March 7 — Chairman B. Mortier, Secretary M. Kohs. Educational director encouraged members to upgrade at Lundeberg School. Treasurer reported \$100 in ship's fund. No beefs or disputed OT reported. Crew would like bus service in Honolulu from dock to gate.

SEA-LAND CRUSADER (Sea-Land Service), March 31 — Chairman Osario A. Joseph, Secretary Nick Andrews, Educational Director Oswald Bermeo, Deck Delegate Doug Hodges, Engine Delegate Ramon Collazo, Steward Delegate Charles Ratcliff. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew gave vote of thanks to galley gang for job well done. Next port: San Juan, P.R.

SEA-LAND DISCOVERY (Sea-Land Service), March 23 — Chairman N. Sala, Secretary J. Colls, Deck Delegate P. Lopez, Engine Delegate H. Mendoza, Steward Delegate G. Salazar. Chairman announced payoff and reported things running smoothly.

SEA-LAND EXPEDITION (Sea-Land Service), March 15 — Chairman Paulino Flores, Secretary E. Vazquez, Educational Director A.G. Lane, Engine Delegate J. Ortiz, Steward Delegate R. Cosme. Chairman reported everything running smoothly. Secretary thanked crew for keeping messhall and rec room clean. No beefs or disputed OT reported.

SEA-LAND EXPLORER (Sea-Land Service), March 8 — Chairman Jack Kingsley, Secretary S. Ghani, Deck Delegate Jabez E. Pegg, Engine Delegate Patrick Lynch, Steward Delegate Inicenco Fontelera. Chairman announced upcoming Coast Guard inspection. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Next port: Long Beach, Calif.

SEA-LAND EXPRESS (Sea-Land Service), March 14 — Chairman Charles T. Dawson, Secretary George H. Bryant, Jr., Educational Director M.W. Phillips, Deck Delegate Russ Caruthers, Engine Delegate A. Husain, Steward Delegate Charles Atkins. Chairman noted everything running smoothly. Deck and steward delegates reported beefs. No beefs or disputed OT reported by engine delegate. Crew thanked galley gang for job well done and good food. Next port: Tacoma, Wash.

SEA-LAND INDEPENDENCE (Sea-Land Service), March 17 — Chairman Pat Gallagher, Secretary J. Weed, Educational Director Irwin Rousseau, Engine Delegate Santiago Cadis, Steward Delegate Ernest Dumont. Chairman reported captain pleased with Coast Guard inspection. Chairman urged everyone to read memo from Sea-Land regarding fate of U.S.-flag carriers. Educational director stressed importance of upgrading at Lundeberg School. No beefs or disputed OT reported. List will be posted for anyone who wants to donate to movie fund. Crew thanked galley gang.

Enjoying Maine Lobster



Shipmates Suzanne von Schoor and Cheryl Neff enjoy "time out" from the CS Long Lines during a recent stopover in Maine.

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Pensioners

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deberg School. He served in the Finnish army from 1943 to 1945. Brother Nuotio resides in New York.



MALIP OSMAN, 65, joined the Seafarers in 1970 in the port of New York. He was born in British Malaya and sailed in the deck department. Brother Osman has retired to Trujillo Alto, P.R.

RODOLFO RAMIREZ, 65, joined the SIU in 1968 in the port of Houston. The native of Texas sailed in the steward department. Brother Ramirez upgraded at the Lundeberg School in 1977. He lives in Houston.



WILLIAM E. REID, 64, joined the Seafarers in 1947 in his native New York. He completed the steward recertification course at the Lundeberg School in 1981. Brother Reid in 1979 received a letter of commendation from El Paso Marine for his work aboard the E.P. Arzew. He still calls New York home.

F. MARVIN ROSE JR., 65, joined the SIU in 1962 in the port of New York. A native of Oak Park, Ill., he sailed in the deck department. Brother Rose served in the Army from 1946 to 1947 and from 1950 to 1951. He resides in Oakland Park, Fla.



JACK ROSENBERG, 66, joined the Seafarers in 1962 in his native Philadelphia. He sailed in the deck department.

Brother Rosenberg served in the Navy from 1943 to 1944. He has retired to San Francisco.

RALPH SOUTH, 66, joined the SIU in 1968 in the port of New York. The Tennessee native sailed in the deck and engine departments. He upgraded frequently at the Lundeberg School. Brother South served in the Navy from 1941 to 1945. He lives in Federal Way, Wash.



THOMAS STINETTE, 62, joined the Seafarers in 1948 in the port of New York. He was born in

Virginia and sailed in the engine department. Brother Stinnette has retired to Belair, Md.

LESTER STONEBREAKER, 65, joined the SIU in 1970 in the port of Baltimore. A native of Tyrone, Pa., he sailed in the deck department. Brother Stonebreaker served in the Navy from 1944 to 1946. He served in the Army from 1948 to 1950. Brother Stonebreaker resides in Baltimore.

THOMAS STUBBS JR., 72, joined the union in 1955 in the port of Norfolk, Va. He was born in Plymouth, N.C. and sailed in the engine department. Brother Stubbs served in the Navy from 1942 to 1948. He still calls Plymouth home.



RALPH TROT-MAM, 69, joined the Seafarers in 1969 in the port of New York. A native of Barbados, he sailed in the steward department. Brother Trotman upgraded at the Lundeberg School in 1979. He has retired to Brooklyn, N.Y.

CHARLES TRUENSKI, 63, joined the SIU in 1957 in the port of Savannah, Ga. Born in New Jersey, he sailed in the deck department. Brother Truenski upgraded at the Lundeberg School in 1976. He served in the Navy from 1946 to 1948 and from 1951 to 1954. Brother Truenski lives in Seattle.



PAUL TURNER, 65, joined the Seafarers in 1947 in the port of Mobile, Ala. He was born in Tennessee and in 1974 completed the bosun recertification program at the Lundeberg School. Brother Turner served in the Navy from 1944 to 1946. He has retired to New Orleans.

WINON WALKER, 71, joined the union in 1953 in the port of Lake Charles, La. Born in Mississippi, he sailed in the engine department. Brother Walker served in the Navy from 1945 to 1948. He has retired to McHenry, Miss.



EMORY WALLACE, 59, joined the SIU in 1968 in the port of Jacksonville, Fla. The Georgia native sailed in the engine department. Brother Wallace has retired to Jacksonville.

JOHN WALLACK, 65, joined the Seafarers in 1951 in the port of Boston. He was born in Lawrence, Mass. and sailed in the engine

department. Brother Wallack upgraded frequently at the Lundeberg School. He served in the Marine Corps from 1944 to 1946. Brother Wallack has retired to Salem, N.H.

ELVIS WARREN, 73, joined the SIU in 1952 in the port of New York. Born in Texas, he sailed in the deck department.

Brother Warren served in the Army from 1941 to 1945. He resides in Jacksonville, Texas.



INLAND

DOROTHY CRIPPS, 66, joined the union in 1977 in the port of New Orleans. A native of St. Louis, she sailed in the steward department. She has retired to Granite City, Ill.



RICHARD H. DIX, 62, joined the union in 1962 in the port of Norfolk, Va. He sailed as a barge captain and worked in the Philadelphia area for IOT for 29 years. Boatman Dix served in the Army from 1951 to 1958. He resides in Gibbstown, N.J. with his wife, Kitty.

JACK FARMER, 73, joined the Seafarers in 1980 in the port of Wilmington, Calif. A San Francisco native, he sailed in the engine department. Boatman Farmer served in the Navy from 1935 to 1945. He has retired to Las Vegas.



SELBY GASKINS SR., 62, joined the union in 1975 in the port of Norfolk, Va. A native of Hatteras, N.C., he sailed in the engine department. Boatman Gaskins served in the Coast Guard from 1946 to 1966. He lives in Podanthe, N.C.



AARON HEBERT, 63, joined the Seafarers in 1972 in the port of New Orleans. The native of Louisiana most recently sailed as a captain. Boatman Hebert resides in Chauvin, La.

LOUIS LOUPE SR., 62, joined the Seafarers in 1960 in the port of Houston. A native of Louisiana, he sailed in the deck department.

Boatman Loupe upgraded at the Lundeberg School in 1976. He served in the Army from 1947 to 1948. Boatman Loupe lives in Raceland, La.



GILBERT JENKINS, 62, joined the union in 1956 in the port of New Orleans. He was born in Neeses, S.C. and sailed in the deck department. Boatman Jenkins served in the

Army from 1951 to 1954. He has retired to Gretna, La.



LEO QUERY JR., 64, joined the union in 1966 in the port of Norfolk, Va. He was born in Portsmouth, Va. and sailed in the deck department. Boatman Query served in the Navy from 1945 to 1946. He resides in Virginia Beach, Va.

EDWARD STRINGFELLOW, 62, joined the Seafarers in 1974 in the port of St. Louis. Born in Alabama, he sailed as a tankerman. Boatman Stringfellow served in the Navy from 1948 to 1967. He has retired to Escatawpa, Miss.

STEPHEN TAYLOR, 65, joined the Seafarers in 1958 in the port of Los Angeles. A native of Lawrence, Kan., he sailed in the steward department. Boatman Taylor resides in Compton, Calif.

DEWITT WILSON JR., 62, joined the union in 1977 in the port of Norfolk, Va. The Ohio native sailed in the engine department. Boatman Wilson has retired to Chesapeake, Va.

GREAT LAKES

ARCHIE BELL, 62, joined the SIU in 1962 in the port of Toledo, Ohio. He was born in Ohio and sailed in the deck department. Brother Bell resides in Toledo.

JOSEPH DEVOGEL, 62, joined the Seafarers in 1958 in the port of Duluth, Minn. A native of Wisconsin, he sailed in the deck department. Brother Devogel has retired to Superior, Wis.



STANISLAUS FOLTA, 65, joined the union in 1956 in the port of Detroit. Born in Utica, N.Y., he sailed in the engine department.

Brother Folta upgraded at the Lundeberg School in 1982. He served in the Navy from 1945 to 1946. Brother Folta lives in Frankfort, N.Y.

ARLO KLEIN, 58, joined the SIU in 1960 in the port of Detroit. He was born in Warwick, N.D. and sailed in the deck department. Brother Klein served in the Army from 1953 to 1955. He resides in Seattle.



OREN RUSS, 65, joined the union in 1960 in the port of Detroit. Born in Clarks, La., he sailed in the deck department.

Brother Russ served in the Army from 1945 to 1946. He has retired to Bastrop, La.

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SEA-LAND INNOVATOR (Sea-Land Service), March 7 — Chairman Claude Dockrey, Secretary Jose Bayani, Educational Director W. Drummond, Deck Delegate David Williams, Engine Delegate Carlito Episloco, Steward Delegate Caesar Lago. Crew received letter of thanks from Captain H. Stover. Secretary thanked crew for help in keeping vessel clean. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew gave vote of thanks to steward department. Crew noted death of Chief Engineer Pete Cox, who passed away February 19 aboard the vessel. Next port: Long Beach, Calif.

SEA-LAND INTEGRITY (Sea-Land Service), March 22 — Chairman N. Prats, Secretary R. Hess, Educational Director M. Rivera. Chairman discussed upgrading opportunities at Lundeberg School. Secretary reminded crew to vote in upcoming elections. Educational director discussed shipboard safety. No beefs or disputed OT reported. Crew thanked steward department for job well done. Crew wished former SIU Asst. VP George Ripoll good luck in retirement. Steward thanked crew for keeping lounge and messhalls clean. Next port: Charleston, S.C.

SEA-LAND MARINER (Sea-Land Service), March 29 — Chairman Ray Ramirez, Secretary P. Lopez, Educational Director R. Dehlrom, Deck Delegate Richard S. Bynum, Engine Delegate G.R. Speckman, Steward Delegate S.V. Call. No beefs or disputed OT reported. Crew voted to speak with patrolman about need for chair for wheelman, due to extended watch hours. Next port: Tacoma, Wash.

SEA-LAND NAVIGATOR (Sea-Land Service), March 8 — Chairman L. Reck, Secretary Ruperto Peralta, Educational Director Walter Stevens, Deck Delegate Richard T. Smith, Engine Delegate John Coleman, Steward Delegate Virgilio Hoffmann. Chairman urged members to read LOG and support Maritime Defense League. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported, although deck and engine delegates need clarification on port time from Guam. Crew thanked steward department for good food. Crew noted need for public phone in Tacoma, Wash. Maersk pier and in Honolulu. Crew noted mail service in Guam was poor. Next port: Tacoma.

SEA-LAND PACIFIC (Sea-Land Service), March 24 — Chairman H. Gifford, Secretary D. Spangler. Crew noted ongoing problem with lack of van service in Tacoma, Wash. and in Honolulu. Chairman urged members to write their congressmen in support of U.S. merchant fleet. Treasurer reported \$165 in ship's fund. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Next port: Tacoma, Wash.

SEA-LAND PERFORMANCE (Sea-Land Service), March 8 — Chairman R. Moss, Secretary William Robles, Educational Director D.L. Johnson, Deck Delegate Carl Schmidt, Engine Delegate Randy Snay, Steward Delegate Gilberto Tolentino. Chairman announced payoff. No beefs or disputed OT reported. Crew extended vote of thanks to steward department.

SEA-LAND RELIANCE (Sea-Land Service), March 15 — Chairman R.E. McGonagle, Secretary L. Lightfoot, Educational Director E. Frederickson, Deck Delegate Clyde Luse, Engine Delegate Lorle Christmas, Steward Delegate D. Skretta. Chairman announced payoff and thanked crew for smooth trip. He reminded everyone to separate all plastics by using receptacles provided. Secretary reminded members that upgrading forms are available. No

beefs or disputed OT reported. New microwave for crew messhall was received. Crew thanked galley gang for job well done. Next port: Tacoma, Wash.

SEA-LAND TACOMA (Sea-Land Service), March 31 — Chairman Tim Koebel, Secretary George L. Ackley, Deck Delegate Kai Leeteg, Engine Delegate Daniel Rhodes, Steward Delegate Saleh Nasser. Chairman urged members to list any problems on ship's repair list. He reported captain found rooms generally in good shape. Educational director urged members to take advantage of free educational opportunities afforded by Lundeberg School upgrading programs. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew welcomed Bob Hall, Augie Tellez and Kermet Mangram to their new posts in the union. Crew gave vote of thanks to steward department for superb cuisine. Next port: Tacoma, Wash.

SPIRIT OF TEXAS (Seahawk Management), March 10 — Chairman Walter Petty, Secretary James Tucker, Deck Delegate Tom Gruber, Engine Delegate Andre Smith, Steward Delegate German Solar. No beefs or disputed OT reported. Crew gave vote of thanks to mission of seamen in Kenya for their hospitality (cookout and providing videotape of Super Bowl). Crew thanked steward department. Next port: Norfolk, Va.

THOMPSON PASS (IOM), March 22 — Chairman M. Gutierrez, Secretary G.F. Thomas, Educational Director J. Walker. Educational director urged members to upgrade at Lundeberg School as soon as possible. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates.

ULTRAMAR (American Maritime Transport), March 1 — Chairman Glenn James, Secretary Ralph Thomas, Educational Director Reid Kelly. Secretary requested company supply microwave oven. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Next port: New Orleans.

USNS CHAUVENET (Mar Ship Operators), March 1 — Chairman Jeff Focardi, Secretary C. Nelson, Educational Director Jon Williams, Deck Delegate Jim Keenan, Engine Delegate Dan Taggart, Steward Delegate Matt Schilling. Chairman reported ship needs new crew lists. He congratulated deck department for outstanding job. Secretary reported dry stores have been coming aboard ship spoiled. He noted ship received letter concerning OT. Treasurer reported \$386 in ship's fund. Deck delegate reported beefs. No beefs or disputed OT reported by engine or steward delegate. Crew reported ship has no cups or coffee filters. Crew noted ship recently had large visitor: Near southern Oman, a humpback whale came to scratch himself on ship's port quarter.

WESTWARD VENTURE (IOM), March 5 — Chairman Michael Kaddery, Secretary Ralph Alexander, Educational Director Christopher Cunningham. No beefs or disputed OT reported. Next port: Tacoma, Wash.

WESTWARD VENTURE (IOM), April 2 — Chairman Michael Kaddery, Secretary Richard Sanderson, Educational Director Raymond Clock, Deck Delegate T. Abdulla, Engine Delegate Ahmed Hussain, Steward Delegate Said Abdullah. Chairman advised crewmembers to see him for voter registration and absentee ballot forms and information. He said all SIU reps on Capitol Hill are doing good job. Secretary reported he attended Congressional subcommittee hearing on user fees and heard SIU Executive Vice President Joseph Sacco testify. He noted chairman of subcommittee said proposed user tax should be repealed. Educational director urged members to upgrade at Lundeberg School and donate to SPAD. No beefs or disputed OT reported. Next port: Tacoma, Wash.

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, they 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 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 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 is denied the equal rights to which he is entitled, he should notify Union headquarters.

SEAFARERS POLITICAL ACTIVITY DONATION—SPAD. SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American merchant marine with improved employment opportunities for seamen and boatmen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the Union or of employment. If a contribution is made by reason of the above improper conduct, the member should notify the Seafarers International Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. A member should support SPAD to protect and further his economic, political and social interests, and American trade union concepts.



If at any time a member feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Michael Sacco at headquarters by certified mail, return receipt requested. The address is 5201 Auth Way, Camp Springs, MD 20746.

Crowley's Senator Returns To Central American Run After Serving in War Effort

The Senator has returned to its regular Central American run after returning from service in the Middle East and Europe.

By being one of the few roll-on/roll-off vessels within the U.S.-flag merchant fleet, the Crowley Caribbean Transport vessel provided valuable assistance to the Military Sealift Command (MSC). Its sister ship, the Ambassador, also assisted the MSC in transporting materiel to fight Iraq during Operations Desert Shield and Desert Storm.

Crewmembers praised the ship's galley gang under the direction of Steward/Baker Richard K. Ward in ship's minutes of January 27 received by the Seafarers LOG. "The crew thanks steward department for good service, excellent chow and a job well done," read the report signed by Bosun Patrick Ray.

Ray also noted the fine work being done by the deck and engine department members aboard the vessel.

Besides making its regular pre-war stops in Panama and Costa Rica, the Senator has added Jamaica as a port-of-call before it returns to its home port of Port Everglades, Fla.



AB Ralph Taylor maintains the gangway watch.



Bosun Patrick Ray operates a forklift on a ramp within the roll-on/roll-off vessel.



Offloading is ready to begin as AB Austin Howard secures the Senator's lashing gear.



Checking on the ship's injectors are QMEDs Eric Sutton (left) and Adolf Schultze.



Steward/Baker Richard Ward gets lunch ready for the hungry crewmembers.



Wiper Roy Jackson turns on the shaft generator on the engine room control board.



AB Daniel Gaylor transfers lashing chains aboard the ro/ro.



Recharging the batteries on board the Senator is a task for QMED Jeff McCranie.



Chief Cook Michael Harris prepares one of his chicken specialties.



Making sure the dishes are spotless is one of many jobs for GSTU Fidel Thomas

Final Departures

DEEP SEA

FRED C. COOPER



Pensioner Fred Cooper, 62, passed away February 11. He was born

in Covington County, Ala. and in 1956 joined the SIU in the port of Mobile, Ala. Brother Cooper completed the bosun recertification course at the Lundeberg School in 1973. He served in the Air Force from 1947 to 1950. Brother Cooper retired in August 1991.

GEORGE DOMINGO

Pensioner George Domingo, 83, died February 29. A native of the Philippine Islands, he joined the Seafarers in 1961 in the port of Seattle. Brother Domingo sailed in the steward department. He began receiving his pension in October 1976.

MILTON HAVENS



Pensioner Milton Havens, 65, passed away March 3. He joined the SIU

in 1951 in his native Mobile, Ala. Brother Havens sailed in the engine department. He retired in December 1991.

HERBERT JOHNSON

Herbert Johnson, 64, died February 28. The Louisiana native joined the union in 1962 in the port of New Orleans. Brother Johnson sailed in the galley gang.

HENRY LAIRED



Pensioner Henry Laired, 75, passed away March 11. He joined the

Seafarers in 1951 in his native Mobile, Ala. Brother Laired sailed in the steward department. He began receiving his pension in October 1981.

LOUIS T. MARSHALL



Pensioner Louis Marshall, 83, died March 2 due to heart failure. Born in

Gretna, La., he joined the SIU in 1951 in the port of New Orleans. Brother Marshall sailed in the deck department. He retired in July 1973.

RAMON MURILLO



Pensioner Ramon Murillo, 88, passed away March 8. The Honduras na-

tive joined the Seafarers in 1951 in the port of Baltimore. Brother Murillo sailed in the engine department. He began receiving his pension in September 1972.

SVEN REGNER

Pensioner Sven Regner, 87, died March 8. He was born in Sweden and in 1944 joined the SIU in the port of New York. Brother Regner sailed in the steward department. He retired in November 1969.

CHARLES SLANINA



Pensioner Charles Slanina, 94, passed away March 6 due to lung cancer.

A native of Austria, he joined the Seafarers in 1946 in the port of Philadelphia. Brother Slanina sailed in the engine department. He began receiving his pension in April 1970.

DOUGLAS THOMAS

Douglas Thomas, 49, died March 21. The native of New Jersey joined the SIU in 1966 in the port of Seattle. Brother Thomas sailed in the steward department. He upgraded frequently at the Lundeberg School. He served in the Navy from 1960 until 1964.

SIXTO TIHADA

Pensioner Sixto Tihada, 84, passed away November 1. Born in the Philippines, he joined the Seafarers in 1962 in the port of Seattle. Brother Tihada sailed in the galley gang. He retired in November 1979.

JOSEPH TRAUTH



Joseph Trauth, 45, died March 14. A native of Louisville, Ky., he

graduated from the Lundeberg School in 1979. Brother Trauth sailed in the engine department. He upgraded frequently at the Lundeberg School. He served in the Navy from 1963 to 1967 and from 1971 to 1973.

JOSE VEGA

Pensioner Jose Vega, 81, passed away February 28. He was born in Puerto Rico and in 1944 joined the union in the port of New York. Brother Vega sailed in the steward department. He retired in December 1972.

FRANCIS J. WHITE



Pensioner Francis White, 68, died February 5. He joined the SIU in 1955 in

his native New York. Brother White completed the bosun

recertification course at the Lundeberg School in 1981. He began receiving his pension in December 1986.

INLAND

WILLIAM HORNER SR.



Pensioner William Horner, Sr., 72, died February 3. The native of Maryland

joined the union in 1960 in the port of Philadelphia. Boatman Horner sailed in the deck department. He retired in November 1981.

JOSEPH HUDGINS



Pensioner Joseph Hudgins, 91, passed away February 15. He was born

in Susan, Va. and in 1942 joined the Seafarers in the port of Norfolk, Va. Boatman Hudgins sailed as a captain

before retiring. He stopped working in February 1966. He was buried in Friendship Cemetery in Susan.

JOHN BLANK III

Pensioner John Blank, 81, passed away March 7. Born in Winchester, Mass., he joined the union in 1971 in the port of Philadelphia. Boatman Blank retired as a captain. He served in the Navy from 1941 to 1955. He began receiving his pension in January 1981.

JOHN S. WODKA



John Wodka, 41, died March 7 due to heart disease. He joined the union in

1970 in his native Baltimore. Boatman Wodka sailed in the deck department. He served in the Marine Corps from 1968 to 1969.

GREAT LAKES

RAYMOND CHRISTINA

Pensioner Raymond Christina, 71, passed away March 1. He

was born in Michigan and in 1956 joined the SIU in the port of Buffalo, N.Y. Brother Christina sailed in the engine department. He served in the Navy from 1942 to 1947. Brother Christina retired in November 1986.

GILBERT BETTS



Pensioner Gilbert Betts, 75, passed away January 17. He joined the Seafarers

in 1961 in his native Milwaukee. Brother Betts sailed in the deck department. He served in the Army from 1941 to 1945. Brother Betts retired in February 1981.

MICHAEL NIKSICH

Pensioner Michael Niksich, 72, passed away March 14. He joined the union in 1961 in his native Chicago. Brother Niksich sailed in the deck department. He served in the Marine Corps from 1943 to 1946. Brother Niksich retired in January 1985.

Plan a Piney Point Vacation Now

Schools soon will be out for the kids—and that means only one thing: a summer vacation is around the corner.

SIU members and their families who want to have a memorable vacation without blowing the family budget might want to consider vacationing at the Paul Hall Center for Maritime Training and Education, the complex embodying the Harry Lundeberg School of Seamanship in Piney Point, Md.

Everything one could ask for in a summer vacation can be found at Piney Point. Besides comfortable accommodations for the whole family, there are plenty of opportunities to fish and go boating, to play tennis and swim. Also available for use are a sauna and exercise facilities.

The school is ideally situated to allow for day trips throughout the historic southern Maryland and Washington, D.C. metropolitan area. The location provides a great chance to tour such important landmarks as the home of George Washington, Arlington Cemetery, the U.S. Capitol; to see where U.S. money is

made at the Bureau of Printing and Engraving; and to visit the new aquarium in Baltimore or stroll along the quaint streets of Annapolis.

Piney Point is located in St. Mary's County, and throughout the summer months, there is always something going on that will interest each member of the family—seafood festivals, art exhibitions, antique and craft shows, concerts and theater productions.

A vacation stay at the Lundeberg School is limited to two weeks per family. The cost per member is \$40.40 per day. An additional fee of \$9.45 per day is charged for the Seafarer's spouse and for each child (there is no charge for children under the age of 12). This price includes all meals.

Send the completed application form to Seafarers Training Center, P.O. Box 75, Piney Point, Md. 20674-0075 or call (301) 994-0010.

Give yourself and your family an unforgettable vacation at Piney Point.

SEAFARERS TRAINING CENTER Vacation Reservation Information

Name: _____

SS#: _____ Book #: _____

Address: _____

Telephone #: _____

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: _____

Lundeberg School Trains Cruise Ship Seafarers



Completing the extensive training in lifeboat procedures and operations aboard the Independence are (front row, from left) Leslie Carter, (back row) Donald Dwyer, D. El Hamid, Charles J. Williams, Ivan Ingram and Instructor Stephen Barry.



Receiving their lifeboat endorsements aboard the Independence are (front row, from left) C.T. Apparo, Mike Alatan, Maria Davis, Dan Shelter, (back row) Bruno Borris, John Quionnes, Mosasemiato Satele, Gary Sims, Ahmed H. Madry and Instructor Stephen Barry.



Among the Independence crewmembers who completed the course were (kneeling, from left) Pam White, Danielle Harvey, Pam Uyeunten, (back row) Sanjay Gupta, Jose Pedroza, Chuck Bollinger and Gerry Laporte. Instructor Jim Moore is at far right.



Seafarers take a breather after finishing upgrading course. They are (kneeling, from left) Roman Zarkiewicz, Eddie Thomas, John Flannagan, Amador Molina, (back row) Mike Thomas, Bob Stonier, Glenn Galpin, Dale Sierra and Instructor Jim Moore.

SUMMARY ANNUAL REPORT FOR THE SIU PACIFIC DISTRICT PENSION PLAN

This is a summary of the Annual Report for the SIU Pacific District Pension Plan (Employer Identification No. 94-6061923, Plan No. 001) for the year ended July 31, 1991. The Annual Report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust arrangement. Plan expenses were \$14,669,789. These expenses included \$1,019,255 in administrative expenses and \$13,650,534 in benefits paid to participants and beneficiaries. A total of 6,312 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$146,139,338 as of July 31, 1991, compared to \$139,915,212 as of July 31, 1990. During the plan year, the plan experienced an increase in its net assets of \$6,224,126. This increase included unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year.

The plan had total income of \$20,893,915 including employer contributions of \$2,270,111, earnings from investments of \$6,928,643, stock dividends of \$954,107, net realized gain on sale or exchange of \$5,590,274, unrealized depreciation of assets of \$5,003,985 and other income of \$146,795. Employees do not contribute to this plan.

Minimum Funding Standards

Our actuary's statement shows that enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

Your Rights to Additional Information

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

1. An accountant's report;
2. Assets held for investments;
3. Actuarial information regarding the funding of the plan.

To obtain a copy of the full Annual Report, or any part thereof, write or call the office of the Plan Administrator, SIU Pacific District Pension Plan, 522 Harrison Street, San Francisco, Calif. 94105. Telephone Number: (415) 495-6882.

You also have the legally protected right to examine the Annual Report at the main office of the plan, 522 Harrison Street, San Francisco, Calif. 94105, and at the U.S. Department of Labor in Washington, D.C. or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department of Labor should be addressed to: Public Disclosure Room, N5507, Pension and Welfare Benefit Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

SUMMARY ANNUAL REPORT FOR THE SIU PD-PMA SUPPLEMENTAL BENEFITS FUND, INC.

This is a summary of the Annual Report for the SIU PD-PMA Supplemental Benefits Fund, Inc. [Employer Identification No. 94-1431246, Plan No. 501] for the year ended July 31, 1991. The Annual Report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust arrangement. Plan expenses were \$10,199,768. These expenses included \$254,865 in administrative expenses and \$9,944,903 in benefits paid to participants and beneficiaries. A total of 1,452 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$3,934,296 as of July 31, 1991, compared to \$3,016,834 as of the beginning of the plan year. During the plan year, the plan experienced an increase in its net assets of \$917,462. The plan had total income of \$11,117,230 including employer contributions of \$10,832,526, earnings from investments of \$263,099, and other income of \$21,605. Employees do not contribute to this plan.

Your Rights to Additional Information

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

1. An accountant's report;
2. Assets held for investments;
3. Transactions in excess of five (5) percent of the fund assets.

To obtain a copy of the full Annual Report, or any part thereof, write or call the office of the Plan Administrator, SIU PD-PMA Supplemental Benefits Fund, Inc., 522 Harrison Street, San Francisco, Calif. 94105. Telephone Number: (415) 495-6882.

You also have the legally protected right to examine the Annual Report at the main office of the Plan, 522 Harrison Street, San Francisco, Calif. 94105, and at the U.S. Department of Labor in Washington, D.C. or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department of Labor should be addressed to: Public Disclosure Room, N5507, Pension and Welfare Benefit Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

Lundeberg School Graduates Ten Classes



Trainee Lifeboat Class 494—Graduating from trainee lifeboat class 494 are (from left, kneeling) Antonio Gutierrez, Thomas Sneed, Daniel Del Buono, Tray Cosby, George Darley, Osvaldo Ramos, (second row) Jim Moore (instructor), Rice Pham, Keith Ligon, Jeremy Palmateer, Pete Lucchesi, Steven Elkins, Eric Mathieu, Mike Charben, Derk Fenimore, Elieser Montalvo, (third row) Mike Struve, Brett Newsome, Jacob Mayo, Benjamin Johnson, Mike Kieliszewski, Clyde Wynne and Dale Kirsch Jr.



Trainee Lifeboat Class 495—Recently graduating from trainee lifeboat class 495 are (from left, kneeling) Chris Hudson, Mario Franks, Shawna Joyce, Luis Ruben Cuevas, Michael McGlone, (second row) Stephen Oliver, Daniel Donnelly, Gary Winter, Calvin Matthew, Steve Keville, Curtis Johnson, Todd Gibbons, Edwin Bonfont, Gary Smith, Jeff Sanchez, Steven Lombardi and Ben Cusic (instructor)



Upgraders Lifeboat—Completing the upgraders lifeboat class on February 27 is Tom Betz (left) with instructor Ben Cusic.



Shiphandling Simulator—Finishing this two-week Coast Guard approved course are (from left) Raymond Marquis, Edward E. French, Michael Kiyabu, Jim Brown (instructor), Stuart Hamill, Al Tinker, Doug Carson, Wayne Journigan and Bernard De Repentigny.



Radar Observer—Instructor Jim Brown (right) congratulates graduates of the March 20 Radar Observer course. They are (from left) Bob Kiefer, Doug Carson and Harry Scholer. Not shown is Raymond Marquis.



QMED—Graduating from the March 20 QMED course are Freddy Dougherty (sitting in front), (from left, first row) Don Davis, William Burns, Don Childs (MSC), Jeffrey Hailstone, Roy Speer, Henry Hall, Charles Poole (MSC), Robert McDonald, Rick Leonard (MSC), (second row) Denny Burns, Frank Bakun, John Parkhurst, Leo Whittingham, Mark Glinka, Greg Eastwood, James Clifton, Floyd Taylor (MSC), Kevin De Sue, Earl Ebbert, Sergio Pasilong, (third row) Darren Henderson, Gary Marshall (MSC), Paul Rickner (MSC), Steve Hawkins, John Langley, Eric Morrison, Mickey Grimes, Roy Krietich (MSC) and Robert Wolfe.



Fireman, Oiler, Watertender—Working their way up the engine department ratings are (from left, kneeling) Ron Saragusa, Jamie Overby, Ruffy Diaz, Peter Onssard, (second row) Sean Nolan, Fred Gibson, Roman Zarkiewicz, Nathaniel Gatlen, Rashawn Richardson, Roger Sharp, Lance Gallant, (third row) Bobby Rice, Robert Brown, Tom Tucker, Gordon Adams III, Michael Williams, William Kemnitzer, Calvin Lawson, (fourth row) Willars Fontenot, Mike Cullum, Joseph DeCicco, George Mulvenna, (fifth row) Marcus Terry, Fred Stover, Sean Spence, Tom Betz, Carl Ernst, Robert Whitaker, Chris Davis and J.C. Wiegman (instructor).



Sealift Operations and Maintenance—Receiving their sealift endorsements are (from left, kneeling) Arsenio Cortez, Jimmy Robles, Ali Sidek, Robert Hermanson, William Rodegeb, William Steele, James Furlley, Tom Gilliland (instructor), (second row) John Fleming, Andrew Derry, Al Farrington, Paul Hayes, Neil Carter, Phil Golgano, Chuck Thompson, (third row) Steve Perham, Bill Osborn, Pete Murtagh, Joh Benson, Scott Costello, Robert Muscato and Halvor Silcott.



Welding—March 10 was graduation day for the welding class. They are (from left, kneeling) Steve Rollins, Bruce Zenon, Hal Puckett, (second row) Bill Sullivan, Arthur Wadsworth, John Cronan, Thomas Flynn, Riley Donahue, Richard Sanford and Bill Foley (instructor)



Upgraders Lifeboat—Completing the upgraders lifeboat class on March 9 are (from left, kneeling) Ben Cusic (instructor), Steven Meyer, Michael Beach, Shawn Williams, Catharine Carney, Chester Trundy, Mark Blom, Dennis Schadler, (second row) Butch Austin, Bernard Pogue, Zinnonnon Jackson, Michael Silva-Sampaio, Clifford Shuman, Daniel Jones, Jim Saunders, John Stambach, Vic Hammer and Michael Dempster.



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Philly-Camden Ferry Service Begins After 40 Year Lull



Principals from Lake Champlain Transportation and Von Bergen, Ltd. comprise ownership of Riverbus, Inc.

The SIU crewed ferry boat that began sailing between Philadelphia and Camden, New Jersey at the end of March marks the resumption of a service that had stopped 40 years ago.

In 1952, the Haddonfield, which was also manned by Seafarers, made its final voyage across the Delaware River. At that time, the ferry closed because of new bridge construction and the rising cost of supplies, insurance and fuel.

Given the number of passengers who are utilizing the reborn ferry service, it appears conditions are once again right for waterborne transportation. Through its first three weeks, the ferry, owned by Riverbus, Inc., transported 40,000 passengers and Seafarers are averaging 48 daily trips (one every 15 minutes).

"The day goes by fast because you're so busy," said ferry Port Captain John Bethel. "The passengers are very friendly. Most are families who are out to have a good time. Sometimes they come up and thank you."

Besides piloting the ferry boat, named the Delawhale, Bethel is "showing the ropes" to the new SIU members who crew the ferry. There are four deckhands and three other captains. Bethel told a LOG reporter that the ferry operation requires strict concentration, execution and efficiency. "We have a lot of passengers. We want our crew to be able to respond to any type of emergency."

Deckhand Lee Toczylowski, 25, sees great potential in the ferry service. There are tourist attractions on either end of the ferry and the service is providing an alternative form of transportation to commuters. Having witnessed the public's enthusiastic response to the ferry, Toczylowski said, "This is a great opportunity. It's also a secure job, and at the rate we're going now, we'll have at least another boat within two years. Hopefully I'll be the captain!"

The Delawhale is a 600 horsepower twin engine boat that crosses the Delaware river at up to 10 knots. The 100-foot long vessel is completely equipped with life safety equipment and features outdoor and climate-controlled indoor seating.

Captain Dom Rizzo told a Seafarers LOG reporter that he loved his new job. "The best part is the kids, seeing their faces light up." Rizzo, a professional boatman, said "This is a great job. It's close to home, I'm home every night and we carry more interesting cargo than what I used to carry on tugboats."

"Everyone is enthused about being on the boat."



Captain John Bethel sets radar on new Philadelphia-Camden ferry.



Captain Mickey McGovern likes the "unique handling characteristics" of the new boat.



Deckhand Rick Sharp secures line at Camden pier.



Deckhand Robert Habina says he enjoys "being part of history" as ferry service resumes after a 40-year absence.



Deckhand Lee Toczylowski raises gangway.



Captain Dom Rizzo says the best part about manning the ferry is "seeing the kids' faces light up."



Captain Dom Rizzo pilots boat across Delaware River.



Captains Carl Latizia (left) and John Bethel check ride on "Delawhale."

Help Locate This Missing Child

The National Center for Missing and Exploited Children has asked the membership of the SIU to help locate Bobby Lee Grimes.

The 4 ft. 11 in. boy weighed 85 pounds at the time of his disappearance last year from Kiowa, Colorado. He was 11 years old with blond hair and blue eyes. Bobby has a crooked front tooth, a scar on his forehead, and the fingers on his right hand are disfigured.

The child was abducted by his non-custodial father, Jesse Raye Grimes, 38. He is 5 ft. 9 in. tall, weighs 154 pounds and has brown hair and blue eyes. A warrant has been issued in his name by the FBI for unlawful flight to avoid prosecution.

Anyone having information

should contact The National Center for Missing and Exploited Children at (800) 843-5678 or the Elbert County (Colorado) Sheriff's Office, Missing Persons Unit at (303) 621-2027, or your local FBI office.



Bobby Lee Grimes