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Farm Clique Blocks US Ship Bill Debate

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Opponents Use Rare Gimmick To Prevent Senate Action



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Peña Vows to Continue Fight



Sec'y of Transportation Peña

On the heels of a maneuver by farm-state senators to block a vote in the Senate on a bill promoting U.S. shipping, Secretary of Transportation Federico Peña pledged to persevere until the legislation was enacted. "We will fight to bring the Maritime Security and Trade Act to a vote this year until the last gavel falls," he said to a September 28 meeting of the Propeller Club in Washington, D.C.

He said the administration "led by Bill Clinton himself" has worked hard and fought hard to revitalize American maritime industries, from shipbuilding to shipping. The Transportation

Secretary said the administration would continue its push and urged the audience of shipping company representatives, maritime union officials, congressional staff members, admiralty lawyers and other industry professionals, to keep driving for the bill.

He promised to do his part and called on all supporters of a strong U.S. shipping capability to "redouble" their efforts to secure the legislation.

Noting that the bill before the Senate (which had passed the House in early August by a vote of 294-122) was the result of cooperative work

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President's Report

It's Time for Change

A very significant step was taken last month by the House Merchant Marine and Fisheries Committee when it enacted a comprehensive safety program for marine transport on the nation's rivers and coasts. A day after the committee acted on the bill, the Towing Vessel Navigational Safety Act was accepted by the full House where it was attached to a bill which provides Coast Guard funding for the next two years. This month, it will be up to the Senate to pass similar legislation.



Michael Sacco

It would demonstrate good judgment on the part of the Senate to go on record supporting safer inland waterways. A rash of accidents involving tugboats has put the public spotlight on the deficiencies of domestic waterborne transportation.

Until the *Mauvilla* rammed a railroad bridge on September 22, 1993, causing Amtrak's *Sunset Limited* to plunge into a river, leaving 47 passengers dead, the public was unaware that some 5,000 towing vessels operating on American waters do not have to use radar, carry a compass or even have charts aboard that provide valuable details on waterway conditions.

A Coast Guard study on towing vessel manning, conducted in the wake of the *Mauvilla* tragedy and recently submitted to Congress, indicates that human error is the main cause of accidents involving those kind of boats. The SIU also has studied Coast Guard data on marine casualties. The union's analysis of the Coast Guard data comes to the same conclusion. From the late 1970s to the early 1990s, the Coast Guard's casualty statistics indicate that on towing vessels, human factors are the primary reason for 58 percent of all accidents. (It should be noted that among the things the Coast Guard calls "human factors" are the following categories—bypassing of available safety devices, inattention to duty, intoxication by either alcohol or drugs, taking calculated risks, lack of training, lack of experience, carelessness, making an error in judgment, operator error, fatigue, stress, physical or mental impairment, inadequate supervision, failing to comply with rules and regulations.)

The union also found in its study of the Coast Guard casualty data that on deep sea vessels and Great Lakes ships, the number of accidents primarily caused by human factors stood at 31 percent and 36 percent, respectively. These statistics are striking in their difference from the number of accidents primarily caused by human factors on towing vessels.

The towing safety bill includes many steps to see to it that the human beings involved in the operation of an inland vessel are properly qualified for the job. For Seafarers who earn their living working aboard towing vessels, this is welcome news. Nothing is as important as ensuring that the safety of fellow crewmembers is safeguarded.

The inland safety bill contains provisions that are directed at increasing the proficiency standards of the men and women who work on towing vessels. First, the bill requires that the Coast Guard establish licensing requirements for masters and mates in the towing industry. To earn a masters license, individuals will have to demonstrate an ability to operate a towing vessel and to use a radar system, electronic position-fixing devices, depth finders, navigational charts and other equipment.

Second, for those crewmembers who are not licensed as masters and mates, the bill mandates that they hold Coast Guard merchant mariner documents. To obtain a merchant mariner document, an individual must take an oath to adhere to all applicable laws, show evidence of a drug-free urinalysis test, be subject to a check of the National Driver Register for information on alcohol use, submit to a criminal record check with the FBI and show evidence of U.S. citizenship or, if not a U.S. citizen, show proof of lawful entry and permanent residence in the United States. The document is valid for five years, after which it must be renewed. It can be revoked or suspended by the Coast Guard.

The document basically weeds out people in the industry who are a danger to their fellow crewmembers and the safety of a vessel. From the union's standpoint of protecting the guys on a ship or boat, a document is an important safety measure. All hands are served by the merchant mariner document requirement.

Having reliable, qualified personnel handling a towing vessel not only is a benefit to those who work on marine equipment. It benefits vessel operators as well, who are assured that equipment worth of hundreds of thousands of dollars is being operated by qualified individuals.

All of the statistics and other data may at times seem complex, but they add up to a very convincing, common-sense conclusion: It is time for the towing industry to advance its requirements for vessel personnel. Those of us who work on boats and ships know that when 58 percent of the accidents are being caused by human error, it is time for change.

We urge the Senate to immediately pass legislation similar to what was last adopted by the House and not to wait for another body count before passing a bill that already is overdue.

House Enacts Package Of Maritime Measures

By Vote of 402-13, Reps. Adopt Inland Safety, Regulatory Reform, Aid to U.S. Cruise Sector

Included in one piece of legislation passed by the House of Representatives on September 22 were a number of measures that had been sought by American maritime interests.

H.R. 4422, the Coast Guard Authorization Act of 1994, authorizes \$3.2 billion for the agency's expenditures over the next two years. When the bill came up on the floor, the leadership of the House Merchant Marine and Fisheries Committee, which has jurisdiction over Coast Guard and maritime matters, added as amendments several measures that had formerly been before Congress as independent bills, including the Towing Vessel Navigational Safety Act.

As passed by the House, H.R. 4422:

- strengthens safety procedures in the inland marine sector
- streamlines U.S. Coast Guard requirements for U.S.-flag vessels and makes the agency's regulations more compatible with international standards
- institutes policies that will encourage development of an American-flag cruise ship fleet
- ends foreign domination of the cruise-to-nowhere industry
- increases recreational boating safety
- requires that Coast Guard vessels be repaired in American shipyards and
- provides veterans benefits to WWII merchant mariners who have not been eligible for benefits up to now.

Towing Safety

Title VI of H.R. 4422, originally known as H.R. 3282,

the Towing Vessel Navigational Safety Act of 1994, had been reported out of committee the day before, September 21 (see article below).

The comprehensive provision requires towing vessels to have a radar system, an electronic position-fixing device, a sonic depth finder, a compass or swing meter, adequate towing wire and associated equipment and up-to-date navigational charts.

It also establishes a licensing program for towing vessel operators and pilots and requires all unlicensed towboat personnel to hold merchant marine documents. Protection for boatmen who publicly cite safety hazards is incorporated in the legislation. Penalties for violators of inland safety laws and regulations have been increased under the bill. Additionally, Title VI proposes that within a year the Coast Guard develop a model vessel inspection program to submit to Congress for their approval.

In moving the amendment, Gerry E. Studds (D-Mass.), who chairs the House Merchant Marine and Fisheries Committee, noted the appropriateness of passage of an inland safety bill.

"This issue comes before the House on the one-year anniversary of the tragic Amtrak accident in Mobile, Ala. That accident, which resulted in the deaths of 47 citizens, was caused by the collision of an uninspected, ill-equipped, and poorly operated towing vessel with a railroad bridge," said Studds.

"The adoption of these new requirements will ensure greater safety for the users of our water-

ways and for those who live and work along their shores," he said in summary.

House Merchant Marine and Fisheries Committee Ranking Minority Member Jack Fields (R-Texas) cited the spate of inland accidents that had been reported in the press in the last two years. "The increased safety requirements contained in this act will not only protect innocent individuals, but will also help keep our nation's ports free of obstructions and open to commerce," he noted.

Regulatory Reform

Title VII of the bill (formerly H.R. 4959) essentially provides for measures that will make the Coast Guard regulations that govern ships built in U.S. yards and U.S.-flag ships similar to international standards.

This legislation has long been called for by U.S.-flag ship operators who view it as a prerequisite to being competitive in the world shipping and shipbuilding industries.

Legislators, in crafting the bill, had attempted to address the concerns of ship operators while balancing safety needs.

The bill allows U.S. ship operators to voluntarily comply with the International Safety Management (ISM) Code of Chapter IX of the Annex to the International Convention for the Safety of Life at Sea (SOLAS), 1974. It also authorizes the Coast Guard to accept ship inspection reports issued from organizations deemed qualified to do so by the

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Panel Backs Documents for Boatmen

Inland Safety Bill Passed, Sent to House Floor

A legislator's last-minute attempt to strike a proposed requirement that unlicensed boatmen be issued merchant mariner documents by the U.S. Coast Guard from an inland safety bill was defeated by a 30 to 15 vote of the House Merchant Marine and Fisheries Committee.

The vote, which took place on September 21, nullified an amendment offered by Representative W.J. "Billy" Tauzin (D-La.) to the Towing Vessel Navigational Safety Act, known as H.R. 3282, that would have exempted deckhands of towing vessels from the merchant mariner document requirement outlined in the bill.

In addition to the provision that boatmen hold merchant mariner documents (known as z-cards), the legislation calls for navigational safety equipment to be used on inland tugs and tows—including radar, electronic position-fixing devices, depth finders, compasses or swing meters and up-to-date charts. It directs the Coast Guard to overhaul manning and licensing requirements and develop a model vessel company inspection program to submit to Congress within a year.

The bill also requires that marine casualties be reported as quickly as possible and no later than five days from the occurrence and prohibits discrimination against boatmen who report safety violations or refuse to violate safety statutes. The top penalty for violations of the law has been changed from \$1,000 to \$25,000 by the legislation.

Studds Substitute

The bill debated by the House Merchant Marine and Fisheries Committee was a substitute for the original H.R. 3282 introduced by Representative Tauzin. The substitute, proposed by Committee Chairman Gerry E. Studds, added the sections on protecting mariners who refuse to violate safety laws, strengthening the manning and licensing requirements, increasing civil penalties, developing a model vessel company inspection plan and mandating that crewmembers on towing vessels and offshore supply boats hold z-cards.

The legislation, complete with the merchant mariner document requirement, was adopted by the House Merchant Marine and Fisheries Committee and it was

forwarded to the full House. The next day, the House adopted H.R. 3282 as an amendment to the Coast Guard Authorization Act of 1994 (H.R. 4422). That bill was enacted by a vote of 402 to 13.

Spurred by Disaster

Action on the bill took place exactly one year after 47 people were killed in an Amtrak train derailment near Mobile, Ala.—an accident directly resulting from the tug *Mauvilla* and its barge striking a railroad bridge and knocking it out of alignment.

That particular incident sparked the inland safety legislation. Giving further impetus to the bill was a report issued after the accident by the National Transportation Safety Board (NTSB)—an independent federal agency charged with investigating accidents on America's waterways, pipelines, highways, railroads and airlines—that concluded the crew of the *Mauvilla* lacked proper training and the tug carried no navigational equipment, factors which contributed to the accident.

Even as the NTSB was con-

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Viewed from across the Cape Fear River in North Carolina, the SIU crewed *Cape Inscription*, one of the nation's Ready Reserve Force ships, prepares to take on military cargo destined for Haiti.

Farm Clique Blocks Debate On Ship Bill

Undemocratic Tack Stuns Senate

A rarely invoked parliamentary rule was implemented by a group of three farm state senators to prevent the maritime program enacted by the House from being debated on the Senate floor. Using a bizarre technicality in the Senate rules, Senator Larry Pressler (R-S.D.) refused to allow the Senate Commerce, Science and Transportation Committee in its September 23 mark-up session to vote on the bill which would allocate, over the course of 10 years, \$1 billion raised through a tonnage duty to ensure a U.S.-flag liner capability in foreign commerce and provide aid to American shipyards. Pressler's tactic even barred the committee from discussing the measure, which had the support of the majority of the senators on the panel.

on the Senate floor, it is likely that the farm state senators will again attempt to subvert debate by using parliamentary trickery. Supporters of the legislation, which passed the House by a vote of 294 to 122 on August 2, will have to muster at least 60 votes in order to halt a filibuster by opponents of the measure. (At press time, it was estimated that there were more than 60 supporters of the bill.)

'Why Not Vote No?'

Pressler, whose action was mirrored on the floor of the Senate by Senators Charles E. Grassley (R-Iowa) and Hank Brown (R-Colo.), cited Senate Rule 26 which prohibits committee meetings when the Senate is in session unless all legislators on the committee agree the meeting can take place.

Fight Continues

Commenting on Pressler's stalling gambit, SIU President Michael Sacco said, "We're disappointed in this development and obviously share the feelings of the many members of the Senate who want to see this matter debated and put to vote."

"And, clearly, we are going to continue to fight for the ultimate passage of a bill that will contribute positively to the industry's health and the nation's interest," Sacco added.

As only a few weeks remain before the Senate session ends in mid October, the obstructionist ploy by Pressler leaves pro-maritime legislators with no time for Commerce Committee action. Those senators now are looking for other avenues to bring the legislation to the floor.

Should the maritime bill, known as H.R. 4003, be debated

Senator Ernest F. Hollings (D-S.C.), who chairs the Commerce Committee, sought to hold the meeting despite Pressler's maneuver. But Hollings received word from the Senate parliamentarian that only if there was unanimous consent could the meeting be held. Pressler refused to lift his objection to the maritime bill being discussed by the committee, although he did agree that other non maritime-related items scheduled for mark-up could be discussed.

Both Republican and Democratic senators expressed frustration at Pressler's move to stifle debate. "Why don't you just vote no?" asked Senator Jay Rockefeller (D-W.Va.) of Pressler. Senator Rockefeller said many senators had worked "ferociously" to come up with a

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Reserve Ships Broken Out

Eight Haitian-Bound RRF Vessels Crewed by SIU

Last month, the Department of Defense activated 14 of the Maritime Administration's Ready Reserve Force (RRF) vessels to support United States military operations in Haiti.

On September 8, Seafarers received word that 12 vessels were to be crewed. Two more ships from the RRF fleet, which stay in layup or reduced operating status until activated in times of national emergency, were called up on September 12. Of those, SIU-contracted operators were assigned eight ships. Those eight were fully crewed by the SIU and then activated on September 16.

Seafarers crewed the barge carrier *Cape Mohican*, the auxiliary crane ship *Cornhusker State* and the roll-on/roll-off ships *Cape Lobos*, *Cape Taylor*, *Cape Texas*, *Cape Island*, *Cape Intrepid* and *Cape Inscription*.

Supplying the Troops

The vessels have supplied U.S. armed forces in their peacekeeping role in the impoverished island nation, where a transfer of power from Haitian military dictators to democratically elected president Jean-Bertrand Aristide is scheduled to take place by October 15.

At press time, a spokesperson for the Maritime Administration (MarAd), which maintains the RRF ships, said that five of the 14 vessels were being returned to reduced operating status at the end of September. Among the five are the *Cape Lobos* and *Cape Taylor*.

The RRF activation began on September 8, as the U.S. prepared



to launch an invasion against the Haitian military forces which in 1991 overthrew Aristide in a violent coup.

"Anytime anybody is taking lives, it's not right. And the way [the Haitian junta] is treating people is not right," said Bosun Andrew Mack on September 16 as he helped prepare the *Cape Mohican* to sail from Norfolk, Va. to Haiti. "There is a job to be done, restoring democracy, and I'm glad to be in the midst of it."

The invasion (though not the entire U.S. military operation) was called off on September 18, following intense negotiations between two of the three Haitian military officials who are in

power and a group of U.S. diplomats led by former President Jimmy Carter. (The other Haitian, Lt. Col Michel Francois, reportedly is in hiding.)

With the nature of the mission altered but the goal remaining the same, the RRF ships delivered a wide array of cargo for use by U.S. forces, ranging from armored vehicles to high-tech communications gear.

MarAd reported that all 14 RRF ships were delivered ahead of their prescribed activation times.

"We have had excellent cooperation from the maritime companies who manage these

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DOT'S Peña Pledges Fight

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by legislators, the administration, ship operators and maritime unions, Peña said the bill offered real reform. "This bill will replace a complex, outmoded system of operating differentials with a clear, less expensive, cost effective, fairly-financed merchant fleet support program."

He said the bill would "provide the finance and the time for American ship operators and merchant mariners to gear up and meet foreign competition on even terms."

In short, "it is a down payment on America's long-term economic security," Peña said.

Referring to a rule implemented by three farm state senators (see story on page 3), Peña said, "... Last week we all saw an obscure parliamentary rule used—to delay maritime reform—hoping to destroy this bill—by keeping it from ever coming to a vote."

"This is the kind of behavior that fills the American people

with anger and dismay about Washington. It betrays their faith and undermines confidence in government," he said.

Peña noted that the successful U.S. sealift operations which began last month for "Operation Uphold Democracy" in Haiti provide "the most graphic possible illustration of why it is crucial that we maintain a viable American merchant marine, with American crews, and available for service in national emergencies."

"These highly-skilled crews come from the tankers and grain carriers and containerships that serve America's peaceful commerce. They are all volunteers," he stated.

Peña said now is the time to "mount our own operation to restore democracy—to uphold democracy right here on Capitol Hill—so that maritime reform is not blocked by a few obstructing the clear will of an American majority."



With the assistance of ships such as the *Cornhusker State*, a crane ship, more than 2,000 U.S. troops landed without resistance on Haiti. The barge carrier *Cape Mohican*, operated by Apex Marine, is another of the vessels in the Maritime Administration's Ready Reserve Force.



The stacks of the *Champion*, *Willamette* and *Leader* now feature the Kirby emblem.



AB "Rocky" Rocha helps keep all parts of the *Champion* clean and freshly painted. The vessel is currently sailing on the East Coast.

SIU to Crew 3 Former OMI Vessels Purchased by Kirby Tankships

Seafarers will continue to crew three tankers which recently were bought by Kirby Tankships, Inc. from OMI Corp.

The vessels—the *Champion*, *Willamette* and *Leader*—will be used to transport refined petroleum products primarily between the U.S. Gulf Coast, Florida and the mid-Atlantic states.

Kirby Tankships in August recognized the Seafarers International Union as the collective bargaining representative of the unlicensed crewmembers aboard the three vessels. As it was under OMI, for Seafarers sailing on those tankers, all wages, benefits and conditions will follow the standard tanker agreement ratified by the SIU membership last year.

Each of the tankships has a total capacity of 266,000 barrels and a deadweight tonnage of almost 38,000.

The names of the vessels are unchanged other than dropping the initials "OMI," and the stacks now feature the Kirby emblem, including a diamond.

SIU Patrolman Jack Sheehan recently serviced the *Champion* while the vessel was lightering in Stapleton, N.Y. "They were carrying diesel fuel to Albany," noted Sheehan, who provided the photos accompanying this article. "Everything is going fine with the crew and the ship. They may have switched to Kirby, but they haven't missed a beat."

Kirby Tankships is a wholly owned subsidiary of Kirby Corporation. The parent company, through Kirby Tankships and other subsidiaries, is engaged in operation of vessels on the U.S. inland waterways and in the coastwise and foreign trades.



Turning a valve on the *Champion's* deck is QMED James McDaniel.



Ready to start the *Champion's* lightering operations in Stapleton, N.Y. are ABs Rodney Jiminez (left) and Wayne Kinsey.

House Passes U.S. Cruise Ship Act

Increased employment opportunities for American merchant mariners moved one step closer as a result of recent passage of an amendment to the Coast Guard Authorization Act of 1994 in the House of Representatives. The 402-13 vote in favor of the maritime legislation will help U.S. ports break into a lucrative cruise ship business presently dominated by foreign vessels. The bill now moves to the Senate for consideration.

The U.S. Passenger Vessel Development Act (initially introduced as H.R. 3821) which was added to the Coast Guard spending bill as an amendment on September 22, outlines how foreign-flag cruise ships already sailing from American ports can

acquire and fly the U.S. flag. (The other part of the legislation, which has not yet passed the House, would change provisions of the Capital Construction Act and Internal Revenue Code to stimulate the growth of a U.S.-flag cruise industry.)

The bill allows a foreign-flag cruise vessel to be reflagged under U.S. registry and to enter the Jones Act trade (to go from one U.S. port to another) if that ship's operator commits to and begins construction on a cruise ship in a U.S. yard.

Under the present Jones Act, foreign-flag vessels are prohibited from carrying passengers between two points in the United States.

In order to be considered by



Rep. Jolene Unsoeld (D-Wash.) sponsored the cruise ship bill in the House.

the act, vessels must weigh at least 10,000 gross tons and have at least 200 berths. Cruise ships that are built in U.S. yards, to replace the original foreign-flag vessels, must carry 80 percent of the passenger capacity of the original.

When the act was introduced in April, the SIU testified that the legislation could stimulate the creation of more than 30,000 seafaring jobs in addition to those produced in U.S. shipyards, port facilities and related fields.

The union noted the act would help increase marine safety because the crews on the vessels would be Americans who must meet this country's strict regulations and standards.

Also, the SIU pointed out the legislation would strengthen national security with the additional U.S.-flag vessels that could be used as floating command/control centers, hospitals and barracks.

More than 4 million people, 85 percent of whom were Americans, sailed on the more than 120 cruise ships located around the world in 1992—and projections indicate these numbers could double by the year 2000.



Some of the damage sustained by the *Manhattan Island* is visible at left.

Runaway-Flag Tanker Rams NATCO Dredge

The U.S. Coast Guard's Marine Safety Office in Port Arthur, Texas is investigating a September 7 collision involving the runaway-flag bulk oiler *Protank Mersey* (32,607 gross tons) and the *Manhattan Island* (2,385 gross tons), an SIU-crewed dredge.

No major injuries were reported from the accident, and there was no spillage of cargo. But the dredge, operated by North American Trailing Co. (NATCO), sustained severe damage. The *Manhattan Island's* hull was ripped open and its engine room was flooded. The roof on the bridge collapsed, blowing out most of the windows, and there was other damage as well.

At press time, the dredge was in drydock in Port Arthur.

The *Protank Mersey's* outer hull was punctured, but, overall, the ship—owned by Mersey Shipping of Greece, flying the Bahamian

flag and crewed by Russians and Bahamians—reportedly sustained minimal damage and was sailing a few days later.

A Coast Guard spokesman estimated that the first phase of the investigation would be completed by early this month.

According to published reports, no pilot was on board the *Protank Mersey* when it struck the dredge in the fog at 1 a.m., in the Calcasieu Channel near Lake Charles, La.

"It was the scariest thing I ever saw, to see the bow of a ship coming right at you and not slowing down," said AB Jon Dillon, who was on lookout aboard the *Manhattan Island* when the accident occurred.

Captain Steven Taylor added, "We're very fortunate that no one was seriously injured."

The dredge's engine room took on an estimated 15 to 20 feet of water.

Discovery Retrieves Refugees



Seafarers aboard the *Sea-Land Discovery* recently rescued six Cuban refugees in the Gulf of Mexico. The Cubans had been at sea on a makeshift raft for 10 days. They were turned over to immigration authorities in Puerto Rico, but first they received food and clothing from *Discovery* crewmembers. Pictured above are Chief Steward Jose R. Colls (kneeling) and (standing, from left) Capt. G. Pappas, the ship's security officer and the refugees: Jesus Roche, Luis Perez, Ruben Pereira, Sergio Rojas, Jesus Perez and Hector Monteagudo. Colls provided the photo.

USCG to Issue Machine Readable Z-Cards

Revised Merchant Mariner Documents Part of Automated System

The U.S. Coast Guard this month will begin issuing the new style of Merchant Mariner Documents (MMDs), also known as z-cards.

The new z-card is a plastic, credit card-size document which is similar in appearance to the existing MMD. The key change is the addition of a magnetic stripe like the one on a credit card.

The new MMD stripe will contain the mariner's name and social security number.

Due to the z-card renewal schedule, both the old and new cards will be in circulation for the next five to six years, and either version is valid during that period. After the year 2000, all merchant mariners should have the new card.

Meanwhile, only designated Coast Guard personnel at the agency's regional examination centers will be authorized to change information on the new magnetic stripe.

New System

The revision of z-cards is part of an upcoming, voluntary system in which shipping companies will have the option to electronically transfer sea service information to Coast Guard headquarters in Washington. Once the accuracy of that information is confirmed, the Coast Guard will enter it into a central database, rather than filing the original paperwork.

Designed to reduce costs both for the Coast Guard and for shipping companies, the proposed system—which will utilize relatively inexpensive and basic computer technology—is a direct result of the Coast Guard

Authorization Act of 1993. That legislation called for the Coast Guard to eliminate the maintenance of manual records for shipping articles and certificates of discharge and to oversee shipping companies' record maintenance.

Expected to Reduce Errors

When the new arrangement is in place (possibly early in 1995, depending on when the final regulations are issued), it will "reduce data errors and turnaround time from months to days," noted Ed Tate, project manager in the Coast Guard's Merchant Vessel Personnel Division. "This will save the companies and the Coast Guard time and labor. It also will improve security, because the system has many safeguards."

"We're talking about major monetary savings, as well as saving time," added Justine Bunnell, chief of the agency's Seamen Documentation and Records Branch. "The Coast Guard's administrative costs will go down, the companies' preparation and mailing costs will go down."

However, the new operation will not completely replace the current record-keeping process. For example, mariners still will receive paper certificates of discharge at the end of each voyage or when they leave a vessel, and copies will be forwarded to and maintained by the company.

Additionally, companies which do not have electronic transmission systems will continue submitting copies of discharge certificates for entry into the Coast Guard's sea service

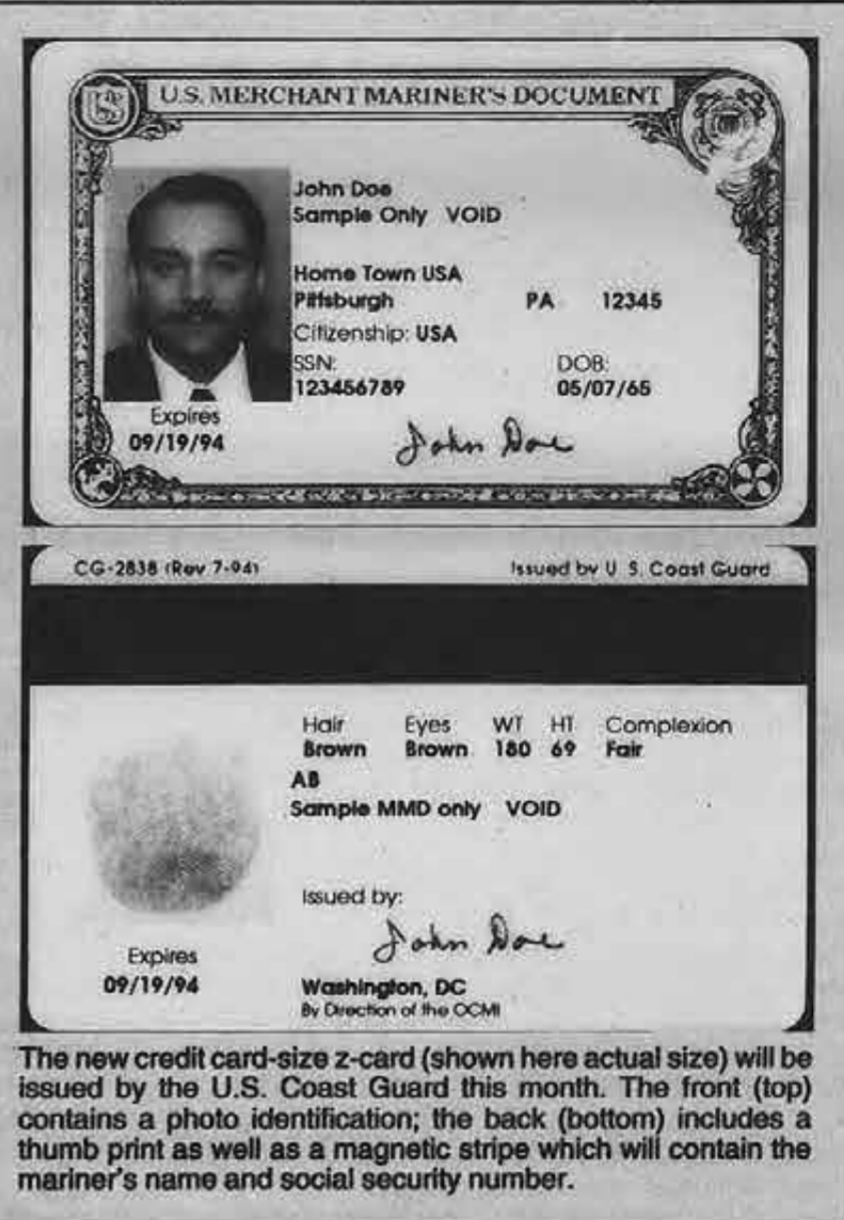
database (although the Coast Guard no longer will maintain the paper copies).

But given the projected efficiency and affordability of the new system, the Coast Guard anticipates widespread use among shipping companies. The agency worked with a number of ship operators to define the functions and operations of a new process, "and the consensus was that it would have to be easy to use and inexpensive enough for small companies to afford it," explained Tate. "It also would have to be implemented without any disruption of normal business operations. This arrangement meets all of those criteria."

He added that record-keeping accuracy should be another benefit. "Right now, ship masters manually copy information from the MMDs to shipping records," he noted. "They also manually copy information onto discharge certificates, and when the Coast Guard receives copies, the information is manually entered into a data base. Besides being time-consuming, these efforts are susceptible to human error at each transfer point."

Moreover, the new magnetic stripe on the z-card opens a host of possibilities in the future. At some point, ratings, sea time and other information may be added to the stripe, thereby further reducing paperwork and its related costs.

The database for maintaining electronic records of sea service was created 13 years ago. In 1991, it was merged with another data base which contains personnel information on everyone who has a z-card.



The new credit card-size z-card (shown here actual size) will be issued by the U.S. Coast Guard this month. The front (top) contains a photo identification; the back (bottom) includes a thumb print as well as a magnetic stripe which will contain the mariner's name and social security number.

Maritime Briefs

Avondale to Build Up to Six RO/RO Ships for U.S. Military

Up to six new sealift vessels (large, medium-speed and roll-on/roll-off ships) are expected to be built by Avondale Industries, Inc. in New Orleans, La., with the first one, the USNS Bob Hope, scheduled to be delivered to the Navy in early 1998.

The ships, which will be crewed by civilian mariners under the Navy's Military Sealift Command, will be part of a fleet of vessels designed to preposition heavy equipment at sea near areas of potential conflict.

For his contributions to the men and women in uniform, a new class of sealift ships will be named for the entertainer Bob Hope. Secretary of Navy John H. Dalton, who announced the new class of ships, called Bob Hope a "military hero." He said, "We can never repay him for his contributions to the men and women in uniform, but we can show our appreciation with a class of ships named in his honor."

Bob Hope entertained U.S. forces around the world for more than 50 years.



MarAd/U.S. Shipbuilder Will Explore Feasibility of Building U.S. Cruise Ships

A cooperative project to strengthen America's shipbuilding industry by exploring the feasibility of constructing cruise ships in the United States has been established between the Maritime Administration (MarAd) and Ingalls Shipbuilding, Inc. of Pascagoula, Miss., a major U.S. shipyard with experience in constructing large naval vessels.

Half of the funding for the \$2.1 million agreement, which was awarded on a competitive basis, will come from the U.S. government over a 16-month period, with Ingalls providing the other half. The project will include development of a preliminary design as well as a shipyard manufacturing plan.



Low Water Is No Reason To Halt Barge Traffic

Despite low water and shoaling conditions, none of the rivers throughout the Southeast, Midwest and Great Plains has been closed to barge traffic, according to the U.S. Coast Guard.

Parts of the upper and lower Mississippi River recently have experienced some shoaling, as have parts of the Missouri and Cumberland rivers. In addition, the Tennessee River has been going through its annual low-water cycle. The Coast Guard noted that some tows have bumped river bottoms, but none of these instances necessitated a closure.

Below Cape Girardeau, Mo. on the Mississippi River, however, below-normal tow limits are causing periodic closures.



REMEMBER!

MUST BE RENEWED BY

Z-CARDS issued in:

1939 1944 1949 1954 1959 1964 1969 1974 1979 1984 1989 1994

1940 1945 1950 1955 1960 1965 1970 1975 1980 1985 1990 1995

1941 1946 1951 1956 1961 1966 1971 1976 1981 1986 1991 1996

1937 1942 1947 1952 1957 1962 1967 1972 1977 1982 1987 1992 1997

1938 1943 1948 1953 1958 1963 1968 1973 1978 1983 1988 1993 1998

Texas Senator Supports Maritime



Texas Senator Kay Bailey Hutchison meets with SIU Vice President Dean Corgay (left) and Port Official Jim McGee at the Houston hall. Hutchison has been very supportive of maritime.



Finnish, Swedish and Estonian helicopters and ships participated in the rescue operation. Above, a rescue worker recovers the bodies of passengers from one of the Estonia's life rafts.

Estonian Ferry Sinks, 800 People Missing

In the third worst ferry accident in recent history, an Estonian-flag ferry capsized and plunged to depths of 250 feet in the Baltic Sea around 2:00 in the morning on September 28.

Bound for Stockholm, Sweden from Estonia's capital, Tallinn, the German built *Estonia* sank during stormy conditions, with 55 mile-per-hour winds and 18-foot waves. The accident took place in international waters 20 nautical miles off the Finnish coast. About 140 people survived, 40 bodies were found, and some 820 were missing and presumed dead. Rescue officials cited 50 degree waters in which a human being can survive only for a few hours.

The governments of Sweden, Estonia and Finland are jointly conducting an investigation of the accident.

Accounts by some survivors indicate that a bad door seal on the roll-on/roll-off class vessel may have caused the accident, allow-

ing water to rush in to the vehicle deck holding some 400 to 460 cars and about 30 trucks.

Owned by Estline Shipping Co., a joint venture of the Estonian government and a Swedish tanker company, Nordstrom & Thulin AB, the *Estonia* emitted one "Mayday" call at 1:24 am. The ship officer said the ferry was listing 20 to 30 degrees and had lost power in the engines. Survivors believe the ship was afloat for less than half-an-hour once the first signs of trouble were evident.

Finnish, Swedish and Estonian helicopters and ships participated in the rescue operation. Helicopters plucked those in rafts to safety. By early morning no other survivors were in view.

Most survivors were tossed into the sea, later finding rafts that had automatically been released. The Finnish hospital treating the survivors reported that nearly all had hypothermia.

The ship carried a crew of 188.

AFL-CIO Study: NAFTA Provokes Job Losses, Lower Trade Surplus

Ten months after implementation of a trade pact with Mexico, the first detailed assessment of the agreement shows that 27,010 workers have lost their jobs when their companies moved south of the border.

The study, conducted by the AFL-CIO, the federation of national unions, also found that the once healthy trade surplus the U.S. enjoyed with Mexico (\$5.4 billion in 1992) declined 32 percent compared with the same six-month period in 1993.

The North American Free Trade Agreement, known as NAFTA, was billed by its supporters, among them former President George Bush and President Bill Clinton, as a boon for the U.S. economy. The deal, which linked Canada, the U.S. and Mexico in one trading bloc, went into effect on January 1, 1994

after it was approved last year by the Congress.

Its adoption was vigorously opposed by the AFL-CIO and its affiliates. The American unions argued that the pact was less about liberalizing trade than it was about making Mexico a friendlier place for American investment.

The job loss is detailed in 190 petitions filed with the Department of Labor which seek redress for thousands of employees who no longer have work, said the AFL-CIO report, released last month and prepared by the organization's Task Force on Trade.

Under NAFTA, so called trade adjustment assistance is theoretically available to workers whose jobs have been lost to Mexico in the form of retraining funds and special compensation.

The AFL-CIO found that the U.S. trade surplus with Mexico is

eroding quickly. Exports of manufactured goods from Mexico to the U.S. rose by 25 percent between January and May 1994.

The dollar value of imports from Mexico to the United States increased in a number of areas when comparing data from January to June for both 1993 and 1994, points out the AFL-CIO study. For example, motor vehicle units increased in 1994 by 26.4 percent.

Television imports surged; 50.4 percent more in 1994 from 1993. Piston engine imports increased by 44.2 percent, radios by 31 percent, furniture by 24 percent, electrical machinery by 25.2 percent and telecommunications equipment by 33.6 percent.

The AFL-CIO intends to continue monitoring the results of NAFTA.

House Adopts Host of Maritime Measures

Continued from page 2

agency and to develop mechanisms for self-inspection for model companies.

Under the legislation, the Coast Guard is allowed to accept shipboard equipment approvals issued by foreign governments if the requirements of those groups conform to SOLAS standards. Certificates of inspection will now be good for five years, instead of two, as is customary under international rules. Also, in addition to the American Bureau of Shipping, other recognized classification societies will be granted authority to conduct inspections.

Representative Studts described the regulatory initiative as a "joint effort of the Coast Guard and the maritime industry to ensure that [the U.S. does] not impose on the U.S. industry any unnecessary or obsolete requirements that could keep it from being competitive."

He said he is "confident that the bill accomplishes this objective without sacrificing U.S. safety standards or changing the requirements of any U.S. environmental law."

Representative Fields added that the measure "will streamline shipbuilding requirements for all the U.S. maritime industry and allow it to become more competitive internationally."

What had been the United States Passenger Vessel Development Act of 1994, H.R. 3821, became Title VII of the Coast Guard Authorization Act of 1994. The bill establishes a series of mechanisms to encourage development of American-flag cruise ship businesses (see page 5 for a separate article on this bill). Representative Fields said he supported the bill because, "It is time to break the grip of the foreign interests that dominate what should be an American cruise ship trade."

American Cruise Industry

The bill will allow foreign-flag cruise vessels to re-flag to U.S. registry and operate between two American ports if a second passenger ship is built in a U.S. shipyard. As additional incentives, the bill allocates Title XI loan guarantees for American-built cruise ships and provides tax incentives. It also gives U.S.-flag cruise vessels priority for National Park permits.

Representative Jolene Unsoeld (D-Wash), who authored the legislation, said, "This bill is about promoting U.S. interests and leveling the international playing field. It is about retaining a portion of the economic benefits here in the United States."

Cruises-to-Nowhere

Title XI of H.R. 4422, the United States Passenger Act of 1994, passed the House in November 1993 but was reintroduced this year because there was no similar action on the Senate side. The bill addressed the loophole in U.S. law which allows foreign-flag gaming ships to operate in American coastal waters.

American cabotage laws prohibit foreign-flag ships from sailing between two U.S. ports. However, the law is silent on a vessel sailing from a U.S. port and returning to the same U.S. port. That is how foreign-flag ships entered the so-called cruises-to-nowhere trade.

"Under present law, if a foreign-made, foreign-flag, foreign-owned vessel which operates out of the United States of America sails a mere three miles out to sea, turns around and comes back it is considered a

foreign voyage," explained Representative Gene Taylor (D-Miss), who introduced the bill.

Taylor contends the intention of the nation's cabotage laws are to reserve U.S. "coastlines for American vessels, American crews, and American-owned vessels."

Other Action

Given that boating deaths are the second-largest category of transport-related fatalities, coming after highway deaths, Congress sought to improve boating safety. An amendment was adopted that mandates the use of life vests on children 12 or younger and makes it an offense to operate a boat while under the influence of drugs or alcohol.

Representative Thomas H. Andrews (D-Maine) added to the bill the requirement that the agency repair, maintain and overhaul its ships and marine equipment in American shipyards.

Finally, an amendment was added by Rep. Fields which corrects a 48-year-old injustice to 2,500 merchant mariners who served this country with both honor and distinction during World War II. Veterans status for WWII mariners has been cut off at August 15, 1945. This bill would grant veterans status to individuals who were in training for the merchant marine before August 16, 1945. It also would give veterans status to those who were in the merchant marine before August 16, 1945 but who did not have ocean-going service. Finally, it grants veterans status to any individual who received a letter of induction to the merchant marine by August 16, 1945.

The Fields amendment allows individuals who believe they qualify for veterans service under the new conditions to apply to the Secretary of Transportation.

In this case, veterans status will bring a qualifying individual a discharge certificate, a flag for their coffin and a grave headstone. They will not be eligible for other veterans benefits.

At press time, Senate action of H.R. 4422 was pending. It was uncertain whether or not the Senate would vote on the bill before its expected adjournment early this month.

It Takes More than Votes



Working on the election campaigns of those politicians in Hawaii favoring the maritime industry are Seafarers Richard Hindson, Terry Osborne, J.J. Arnold and Mark Lawrence.

Seeking the Votes of Seafarers



Lt. Governor Ben Cayetano (with lei) was the guest speaker at the SIU union meeting last month on the eve of the primary election in his bid for the governorship of Hawaii. Cayetano spoke to the membership as TV cameras relayed his message to the state live from the SIU Honolulu office. He won the primary by 50,000 votes. In photo above, Cayetano poses with the SIU membership following the meeting.

Hudson Crew Plucks 12 Cubans from Gulf of Mexico

Seafarers aboard the *OMI Hudson* last month rescued 12 Cuban refugees who had been at sea on a raft for nearly two weeks and who had been without food or water for several days.

The rescue took place in the Gulf of Mexico, northwest of the Yucatan Channel, and within 12 hours the refugees were turned over to the U.S. Coast Guard. All were in good condition.

"We got them aboard safely and pretty quickly," said Recertified Bosun Ervin Bronstein, who provided the photos accompanying this article. "The entire crew pitched in and did a very professional job."

AB Tan Joon, who speaks fluent Spanish, talked with the

Cubans and learned that they all were from the same family. A couple of days earlier, they said, one member of the group who was a diabetic passed away on the raft, apparently due to lack of medication. (The refugees disposed of the body at sea.)

The Cubans also related that several foreign-flag ships had passed them, "but they knew the Americans would stop," said Bronstein, 37. "They said sharks had been hitting underneath the raft."

A graduate of the Lundeberg School trainee program in 1980, Bronstein reported that the sight of the fatigued, desperate refugees provided a compelling example of "how bad things are

in Cuba and what people are willing to go through to get away from it. When you only see it on television or read about it in the newspaper, it's kind of easily dismissed. But when you meet the people and hear them explain that there's no food, no jobs, no way to support their families, and they're just seeking a better life, it makes you think."

Waving and Shouting

The *Hudson* was en route to Houston when members of the deck gang spotted the raft approximately 1.5 miles away from the vessel. As they moved closer, crewmembers saw people waving and heard them shouting.

Once the *Hudson* alerted the U.S. Coast Guard and OMI and received the go-ahead to pick up the refugees, the ship was maneuvered alongside the raft.

"We rigged the crane and a pilot ladder and also prepared life-saving equipment and medical response gear," noted Bronstein. "We threw them safety lines, too, because we realized they might be in a weakened condition."

"They weren't delirious, but they wanted to jump off the raft to get to the pilot ladder. They were holding their empty water jugs out to us... Tan kept telling them to stay calm."

The Cubans, including a 12-year-old boy, were brought aboard without incident. "They took showers while we washed their clothes, then the steward department fed them," said Bronstein.

The bosun stated that the refugees "would have drifted for



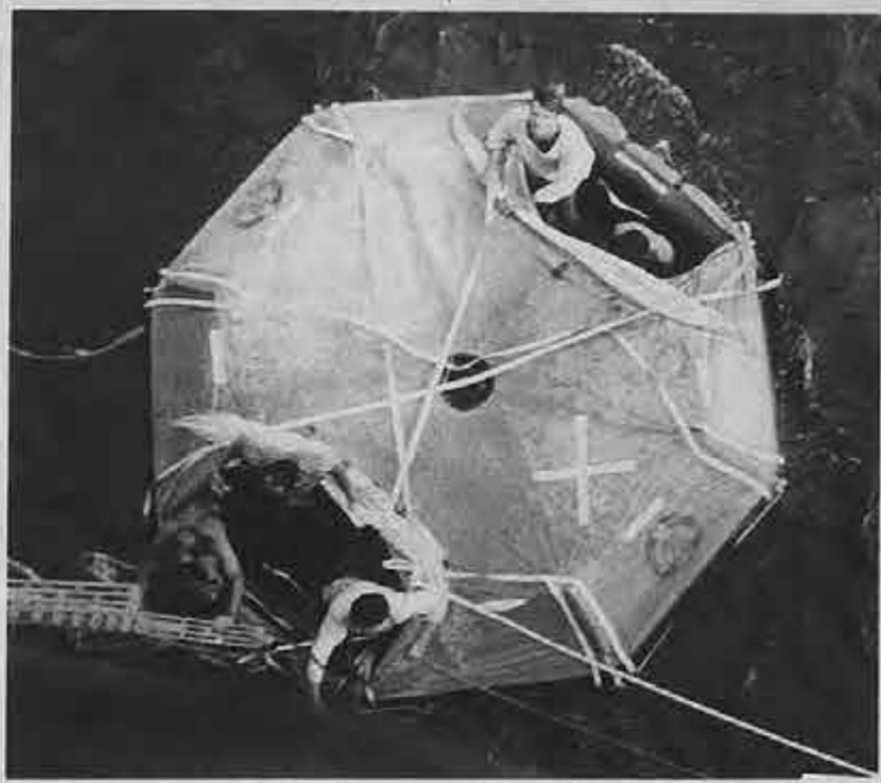
Second Pumpman Spencer Smith (left) and AB Mark Konikowski prepare for the rescue.

several more days if we hadn't seen them. I guess a lot of refugees head for Florida, but this bunch was trying to get to Mexico or Texas and they were in the wrong current. They probably would have died.

"But we were just doing our jobs, being professional seamen."

The SIU members who were on board the *Hudson* when the

rescue took place were Bronstein, Joon, ABs Norberto Vera, Paul Wade, Chris Stringer, and Mark Konikowski, Chief Pumpman Stuart Croft, Second Pumpman Spencer Smith, OMUs Wilbert Miles and Jose Ramirez, DEU Victor Mondeci, Steward/Baker Wally Lau, Chief Cook Mariano Morales and GUS Eduardo Elemento.



One-by-one, the Cuban refugees are helped from their raft up the pilot ladder and brought to safety aboard the *OMI Hudson*.

Narragansett Saves 4 Off Coast of Kenya

Two members of the SIU's Government Services Division recently were honored for their parts in an April rescue involving the *USNS Narragansett* that saved the lives of four men from Zanzibar.

ABs Ernest Farenzena and Jerome Duffenbach received Special Act Awards and certificates from the Military Sealift Command-Pacific Fleet (MSCPAC) after helping perform the rescue near the coast of Kenya, as did Chief Mate Thomas Petro and Third Officer John K. McGinnis.

The *Narragansett* was not supposed to be at the site where the rescue took place, but the ocean fleet tug had returned to Mombasa, Kenya a day earlier after crewmembers discovered three young stowaways (ages 9, 14 and 15) aboard the ship. The boys presumably snuck on board while the vessel was taking on fuel and other supplies in the Kenyan port city.

With the stowaways safely returned to shore and having notified the proper authorities, the *Narragansett* resumed its scheduled course. The ship had traveled 20 miles out to sea when McGinnis spotted an unidentified object drifting in the water, and the *Narragansett* moved in to investigate.

Crewmembers from the MSCPAC vessel discovered the

four Zanzibarans clinging to a partially submerged, uncovered boat. Duffenbach and Petro manned the *Narragansett's* rigid-hull inflatable boat and guided it to the foundering double outrigger canoe, while Farenzena operated the crane.

The four men had been adrift for 10 days, and their nominal supply of food and water had long since run out. They were dehydrated and disoriented. They also did not have a compass, chart or any other navigational gear.

Duffenbach and Petro found the men weakened, covered with minor sores from exposure to saltwater and waist-deep in water.

Members of the deck department brought the Zanzibarans aboard without incident. The galley gang then provided blankets and prepared warm soup and other easily-digestible food for the four men who, despite their conditions, were expected to be okay.

On the way back to Mombasa, crewmembers donated clothes and some personal items to the Zanzibarans.

Narragansett Captain Russ Driver commended the entire crew for their efforts. "They responded without direction once the rescue was initiated," he noted. "The little things—giving water, shaking hands, looks of gratitude—these are sights I will never forget."



Moving in to start rescue operations are (right) AB Jerome Duffenbach and Chief Mate Thomas Petro of the *USNS Narragansett*.

MSCPAC Ship Rescues 10 Egyptians



Civilian mariners aboard a *USNS Mars* lifeboat tow the survivors of the Egyptian cargo ship back to the MSCPAC supply vessel.

Members of the SIU's Government Services Division helped rescue 10 Egyptian mariners off the coast of Oman who had been drifting for nine days in a lifeboat after their small cargo ship sank in the North Arabian Sea.

In rough seas on August 11, the *USNS Mars*, a supply ship for the Military Sealift Command-Pacific Fleet (MSCPAC), picked up the survivors from the Egyptian-flag *Salem 12*. The men in the lifeboat had only a day's ration of food and water left, but they were in good condition at the time of the rescue.

Another lifeboat, carrying nine crewmembers from the *Salem 12*, reached port in Mowhat, Oman, but two life rafts carrying a total of 12 men still have not been found.

Crewmembers aboard the *Mars* spotted white flares that had been fired from the lifeboat. The

MSCPAC vessel then altered its course and discovered the survivors.

Members of the deck gang launched a whaleboat which retrieved the 10 Egyptians without incident, despite the choppy seas.

The Egyptians explained that their ship had begun taking on water rapidly through two cargo holds. The vessel went down in only 10 minutes, but all 31 people aboard managed to abandon ship in the two lifeboats and two life rafts.

The survivors also said that they were passed by several other ships, including one that stopped nearby for five minutes, then left without making contact (and apparently without reporting a citing of the lifeboat).

Thankful Passengers

Once aboard the *Mars*, the Egyptians (several of whom

spoke English) repeatedly thanked the MSCPAC crew.

The ship's medical services officer examined the 10 men and found them healthy other than some minor sun rashes.

Meanwhile, the galley gang provided them with clean clothes and warm meals, and the entire crew donated new coveralls, toiletries and ball caps.

The Egyptians spent one day on the *Mars*, then were flown by helicopter to Fujairah, UAE.

MSCPAC's Vice Admiral Katz forwarded a message to the *Mars* crew, congratulating them on an "outstanding performance. This unselfish and heroic effort, completed in dangerous seas, is yet another fine example of the humanitarian nature of our sea service. Your deft and expeditious handling of this situation was superb and in keeping with centuries of seafaring tradition."

Three Senators Stymie Vote on Ship Bill

Continued from page 3

maritime program that had the support of a majority of Commerce Committee members. Senator John Breaux (D-La.) said, "The rules are being used because some are afraid to debate an issue."

Endangering Ag Interests

Farm state Senator J. James Exon (D-Neb.) had the strongest admonition of Pressler's blocking ruse. He reminded Pressler that agricultural interests had been primarily concerned with the impact of the tonnage duty on the movement of bulk grains. Exon pointed out that that concern had been addressed in the removal of grain cargoes from an increase in the tonnage duty.

Using a delay tactic to prevent debate and a vote on the bill would only result in making enemies for farm state legislators, said Exon. The procedural ploy "could get us in the agricultural sector in big, big trouble," added Exon. He noted that the farm bill comes up for debate next year and that Pressler should bear in mind that "what goes around, comes around."

Senator Trent Lott (R-Miss.), noting that the Senate session was in its last days, said, "The big mistake is trying to do it now. We should have been doing this a month ago or four months ago or a year ago."

Following the committee meeting, pro-maritime legislators

and industry representatives vowed to seek alternative ways of bringing the bill to the floor so that it could be debated on its merits.

House Version

The bill, as passed by the House, allocated \$1.35 billion over 10 years for a U.S.-flag containership operation program and aid for American shipyards.

According to the House version, vessels would be eligible for the program if they are made available to the Department of Defense (DOD) and allow DOD cargo space in times of war or conflict. For inclusion in the program, a vessel could be no more than 15 years old. Vessels built in foreign yards that are re-flagged under the Stars and Stripes could be no older than 10 years.

The funding for the program would be raised through a tonnage duty of 38 cents per registered ton of every vessel calling at U.S. ports.

Senate Plan

The Senate version, while very similar to the House bill, changed the tonnage structure. The staff of the Commerce Committee put in place the following changes to the tonnage fee provision: Container vessels would pay 74 cents per registered ton for the first five years and 63 cents from 1999 to 2004. Dry bulk carriers would only pay existing duties while liquid bulk ships would pay 31 cents initially and 21 cents in the last five years. Passenger vessels

would pay 31 cents and then 27 cents.

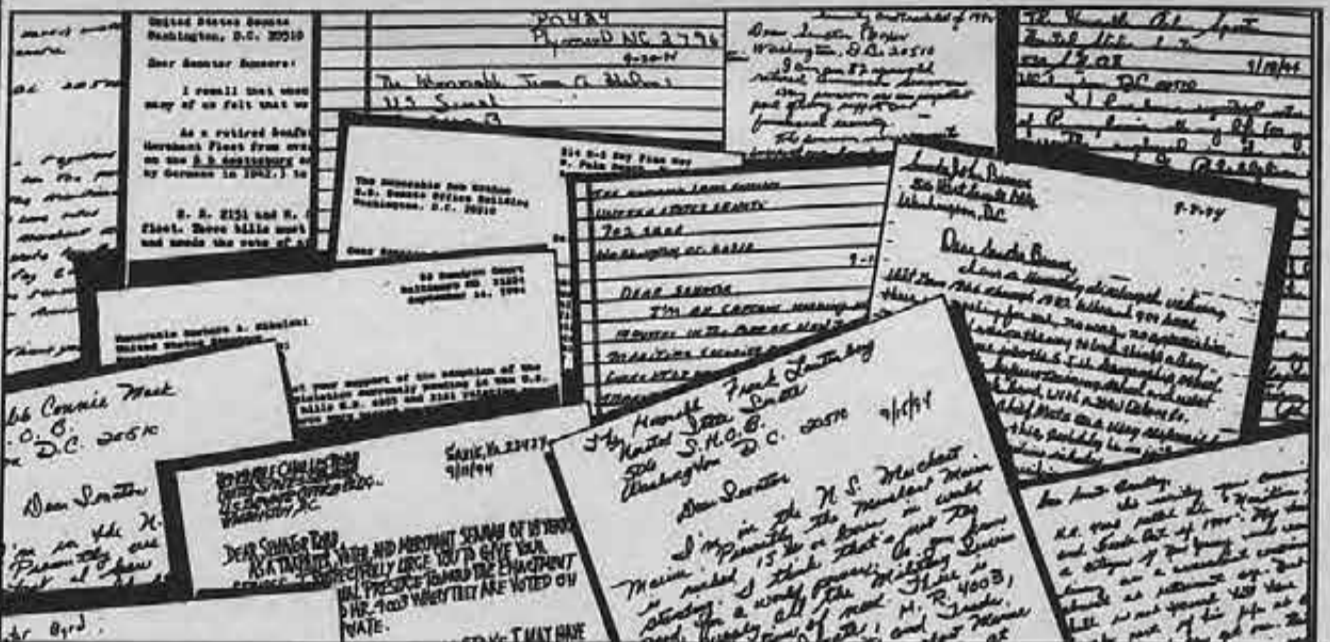
Also in the Senate staff draft, as in the House bill, is \$100 million for Title XI loan guarantees for shipbuilding in U.S. yards, funds that would generate up to \$1 billion in vessel construction.

In the event that the shipbuilding agreement negotiated by the governments of the nations participating in the Organization for Economic Development (OECD) is not approved by the U.S. Congress, the Senate version allocates additional monies for

American yards.

These funds would be in the form of series transition payments, which provide support to American yards for building competitively priced commercial ships for the international trades.

Seafarers Call on Legislators To Back Maritime Program



Thousands of letters urging Senate enactment of a bill promoting U.S. shipping have been sent by Seafarers and their family members to senators throughout the nation.

Adding their voices to the debate on whether the nation needs a forward-looking maritime program are thousands of Seafarers and their family members who over the course of the last month have barraged their senators with letters and phone calls urging support for the maritime bill before the Senate.

Due for consideration by the Senate is a bill that would allocate \$1 billion over a 10-year period to support a U.S.-flag container fleet and provide aid to American shipyards. A House version of the bill, known as the Maritime Administration and Promotional Reform Act or H.R. 4003, passed that legislative body in early August by a vote of 294-122.

The Senate version was not reported out of committee because a group of farm state senators exercised a little-used parliamentary rule that prevented the committee from meeting (see story on page 3). Senators who support the bill are now looking for ways in which it can be brought to the floor.

In their letters to senators, Seafarers have pointed out the essentiality of a strong U.S.-flag fleet to the nation's defense and economic interests.

Retired Seafarer Harry N. Schorr of Hemet, Calif., in a letter to Senator Barbara Boxer (D-Calif.), said, "H.R. 4003 will make more ships available to the military services and will bring employment and pensions to Americans who will spend the money in the United States.

"Plus," added Schorr, "They all will be taxpayers."

West Virginia's Senator Robert C. Byrd (D) was contacted by David Deshayes, a resident of that state. He urged the senator to consider the value to the nation of having sufficient sealift capability in times of war.

Arlen Specter, a senator from Pennsylvania (R), was urged by

John A. Gallagher, a 50-year resident of the state who works out of the port of Philadelphia, to back the bill.

Brother Gallagher noted that the funding mechanism for the program, a tonnage duty, was a fair way to raise monies for a U.S. ship plan. "It's time for the foreign-flag companies to pay their fair share for the services provided by the U.S. Coast Guard and other money spent at the American taxpayer's expense."

Walter Popperwill, a North Carolina resident and a tugboat captain, told D.M. "Lauch" Faircloth (R-N.C.) that "enactment of H.R. 4003 would send a message to the world that the United States will never allow itself to become totally dependent on foreign countries to carry its products or in times of national security."

Seafarer J.T. Spence, a Virginia resident, said to Charles Robb (D-Va.), "Our seamen rank among the best this world has to offer for their hard work, loyalty and dedication to duty. World War II proved that. Give our seamen proud ships and state-of-the-art equipment and they will get the job done."

Retired Seafarer Thurston John Lewis wrote to Dale

Bumpers (D-Ark.). "As a retired Seafarer I am gravely concerned about our diminished merchant fleet from over 3000 ships during World War II (I was serving on the SS *Scottsburg* and rescued by the SS *Kahuka* when both were sunk by Germans in 1942.) to fewer than 350 ships now sailing under 'Old Glory.'" He urged Senator Bumpers to support legislation to revitalize the industry.

Patricia Yaros, whose husband is a seaman, urged Senator Bill Bradley (D-N.J.) to consider the consequences to American workers. She said her husband had been shipping "for all our married life. He missed out on so much of the children growing just to support his family. And if this bill is not passed then it would have been for nothing."

As the LOG was going to press, Seafarers around the country were learning of the tactics of U.S. shipping's opponents to try and prevent the maritime bill from being debated and voted on. Upon learning the news, Ervin Bronstein, a seafarer from San Antonio, vowed to write another letter to his senators urging that they do their utmost to bring the bill to the floor before the Senate ends its session early this month.

For Haitian Operation, SIU Crews 8 RRF Ships

Continued from page 3

ships and from the seafaring unions who provide the crews," noted Maritime Administrator Albert J. Herberger. "Once again, they have come forward to support our nation's armed forces."

More than 2,000 U.S. troops landed without resistance on Haiti on September 19. Greeted warily by many citizens at first,

the Americans soon were cheered as liberators.

At press time, the number of U.S. troops in Haiti had swelled to more than 15,600. On September 27, some of the troops took over the Haitian Parliament building and the capital's City Hall in another step towards returning Haiti to democratic rule by a civilian government.

Chronology of Recent Events in Haiti

In 1990, Jean-Bertrand Aristide won the presidency of Haiti in a democratic election. In 1991, he was overthrown by Gen. Raoul Cedras and Police Chief Lt. Gen. Michel Francois. The international community responded by imposing an embargo. Earlier this year, the United Nations authorized the use of force to oust Cedras and his group and restore Aristide to his elected post.

- On September 8, the U.S. Ready Reserve Force (RRF) is activated as America prepares for invasion of Haiti. Hundreds of U.S. merchant mariners report to the vessels and prepare them to sail.
- On September 18, following negotiations between U.S. delegation led by former president Jimmy Carter and Haitian military leaders, invasion is called off when Cedras and others agree to resign by October 15 in exchange for guaranteed amnesty.
- On September 19, thousands of U.S. forces land without opposition and take over Haiti's ports and airfields in the first stage of a military peacekeeping operation aimed at restoring democracy.
- On September 22, U.S. lifts most economic sanctions against Haiti, but keeps in place those aimed at military leaders and their backers.
- On September 27, U.S. troops secure the Haitian Parliament building and the capital's city hall.



Before shipping out of the St. Louis hall as a steward assistant on the *Franklin Phillips*, Jo Stinnett writes her two senators in Kentucky, asking for their support on the maritime bill.

Refrigeration Certification Courses Move West

San Francisco, Seattle, Honolulu Halls Will Host Two-Day Class

The Paul Hall Center's refrigeration technician certification course is available to Seafarers this month at the SIU halls in San Francisco, Seattle and Honolulu. The two-day course also was scheduled to be conducted at the SIU hall in Wil-

mington, Calif. during the last week of September.

October marks the fourth consecutive month that the Paul Hall Center's Lundeberg School has been offering the class—which is approved by the Environmental Protection Agency (EPA)—at

SIU halls across the country. This year, additional classes are scheduled to run through early December at five other locations: Port Everglades, Fla.; San Juan, P.R.; Algonac, Mich.; Duluth, Minn.; and St. Louis.

The refrigeration technician

certification course also is available as part of engine department upgrading courses at the Lundeberg School and is being offered periodically as a separate course at Piney Point.

The course culminates with the taking of a four-part, 100-question EPA exam. Passing this test will result in Seafarers earning EPA certification that is mandatory for anyone involved in the repair and servicing of refrigeration equipment and air conditioning systems.

November 14 is the deadline for obtaining certification, according to the EPA regulation which requires it. That rule stems from the Clean Air Act Amendments of 1990.

Lots of Information

Many Seafarers who have taken the course advise their fellow members that a great deal of information is covered during the two days. "The subjects are well-presented, but there's a lot to cover in a relatively short period of time," said QMED Tom Keseru, who took the course last month at Piney Point. "Studying before you take the class is a big key to doing well on the test."

Day one of the course begins at 8 a.m. and lasts until 4 p.m. Topics covered include refrigerants and compressor lubricating oils, refrigerant handling safety procedures, how refrigerants affect the environment, theories of refrigeration, pressure-temperature relationships and related laws and regulations.

The second day also starts at 8 a.m. and lasts until 2 p.m., followed by the exam. Some of the subjects covered are refrigeration servicing, handling small appliances, working with high- and low-pressure equipment, and conversion of equipment using chlorofluorocarbon (CFC)-based refrigerants.

Testing is conducted by the instructor following the second day of class, from 2 p.m. until 4 p.m.

The exam is divided into four parts, and there are corresponding certification types. The first 25 questions are basic and general. The second set of 25 covers small appliances. Passing the first two sections leads to Type I certification.

The third group of 25 questions refers to high-pressure refrigerants. Passing this part,

along with the basic section, leads to Type II certification.

Low-pressure refrigerants is the topic in the final 25 questions. Students who pass this section and the core questions will earn Type III certification.

Passing all four parts leads to Universal certification.

Most Seafarers who handle refrigerants will need at least Type I and Type II certifications, since galley equipment is covered under Type I, and ships' stores systems are covered under Type II. The SIU encourages all QMEDs to test for Universal certification.

Seafarers who work aboard cruise ships also should seek Universal certification, since passenger vessels often use low-pressure refrigerants.

There is no limit to the number of times someone may take the exam, so different certifications may be earned at different times.

Results will be mailed to Seafarers no more than a month after they take the exam.

Those who pass one or more sections of the test will receive a certification card (which has no expiration) and a certificate.

Shipping Priority

SIU members should be aware that, according to a recent action by the Seafarers Appeals Board (SAB), after November 14, Seafarers who are certified refrigeration technicians will be given priority within their respective seniority classes for all QMED, electrician, refrigeration and junior engineer jobs.

Proof of holding the certification will not be mandatory when a Seafarer registers for employment at a union hall. However, when throwing in for a shipboard job which includes duties of handling refrigerants, members will have to show whether they possess such certification.

SIU members who are on a ship during the November 14 deadline are asked by the union to obtain certification as soon as possible after they sign off the vessel.

The recent action of the SAB (No. 374) assures that companies which are signatories to a collective bargaining agreement with the SIU will be in compliance with the new EPA regulations. Violations of those regulations can result in penalties as great as \$25,000.

Seafarers Fare Well on EPA Exam

Members Emphasize Need for Course Preparation

Preparation and concentration are the keys to passing the Environmental Protection Agency (EPA) exam for refrigeration technician certification, said Seafarers who took the test last month at SIU halls in Houston, Norfolk, Va. and at the Paul Hall Center in Piney Point, Md.

The members took the exam immediately following the Lundeberg School's two-day refrigeration technician certification class, which was developed by Lundeberg School instructors in order to prepare Seafarers for the EPA test.

"I thought the course was very interesting and fast-moving," said QMED Steve Treece, who took the class at the Houston hall. "I picked up a lot, beyond the basics that we're already supposed to know."

"All you have to do is get the textbook ("Refrigerants and the Environment") in advance and study it. I got it three weeks before I took the course. If you do that, plus pay close attention during the class and use the workbook, you should pass the test."

Other Seafarers offered similar assessments, consistent with those voiced by SIU members who took the course earlier this year.

"The course is pretty intense. You cover a lot of material in basically a day-and-a-half," stated QMED John Walsh, who earned Universal certification after taking the class at Piney Point. "You absolutely have to read "Refrigerants and the Environment" in order to do well on the test."

Walsh added that the \$25 cost of the book "is well worth it. I've been working on (refrigerated) containers for about 10 years, but that doesn't mean I know all the chemistry involved. The book and the class really help in that area."

Studying Pays Off

In the port of Norfolk, QMED/Electrician Kevin Quinlan commended the job done by instructor Eric Malzkuhn and expressed appreciation that the course was available at the union hall. "I can walk to the hall in five minutes, so this was very convenient," said Quinlan, who graduated from the Lundeberg School trainee program in 1980. "I studied a lot before actually taking the class, and I learned quite a bit."

The EPA has found that the Lundeberg School's course has the highest pass rate among the many refrigeration technician certification classes available. That pattern continued last month, and members attributed the results to extensive preparation.

"I read in the *Seafarers LOG*



Doing a workbook exercise last month as part of the two-day course are Seafarers at the SIU hall in New Orleans.



At the SIU hall in Norfolk, Va., members prepare to take the EPA exam for refrigeration technician certification.



Seafarers at the Paul Hall Center review the theories of refrigeration with instructor Eric Malzkuhn (far right).

that getting the textbook in advance was essential, and that's the truth," said Chief Engineer Jim "Indiana" Payne, who sails from the port of Houston. "This isn't a course where you can learn everything overnight, so I was glad to get three weeks of studying done before the course."

Payne also praised the workbook that is part of the course materials. Prepared by Lundeberg School instructors, the workbook is given to Seafarers at no charge.

Despite the high pass rate among Seafarers, SIU members caution that the exam is difficult.

"I was surprised at how tough it was, and I started studying two weeks in advance," said QMED Paul Peterson, who obtained Universal certification at Piney Point. "It's harder than a lot of other Coast Guard exams, but if you listen to Eric, do the workbook and take the preparation seriously, you should be able to pass it."

Deck Engineer Mike Phillips, who took the class in Norfolk and earned Universal certification, agreed. "I got the book about a month ahead of time and studied

it, and that was a big factor in passing the test," he said. "It was a difficult class, but I studied hard and got the result I wanted."

"You definitely need to go through the book more than one or two times," added QMED Steve Harrington, who took the class at Piney Point. "There's just so much information to cover."

Seafarers who want to buy the book should indicate this to the port agent whom they contact when signing up for the class. They should then send a check for \$25, made payable to the "Paul Hall Center," to: EPA Refrigeration Tech. Course, Paul Hall Center for Maritime Training and Education, P.O. Box 75, Piney Point, MD 20674, Attn: J.C. Weigman. The book will be sent by first class mail. (Be sure to indicate an address where the book should be sent.)

The Lundeberg School also is trying to make the book available for purchase directly from the ports where the courses are scheduled. Check with the individual port agents to find out if the book is available in advance at a particular hall.

1994 REFRIGERATION TECHNICIAN COURSE SCHEDULE

DAY	DATE	LOCATION
Mon.-Tue.	Oct. 3-4	San Francisco
Wed.-Thu.	Oct. 5-6	San Francisco
Tue.-Wed.	Oct. 11-12	Seattle
Thu.-Fri.	Oct. 13-14	Seattle
Wed.-Thu.	Oct. 19-20	Honolulu
Fri.-Sat.	Oct. 21-22	Honolulu
Tue.-Wed.	Nov. 8-9	Port Everglades, Fla.
Thu.-Fri.	Nov. 10-11	Port Everglades, Fla.
Wed.-Thu.	Nov. 16-17	San Juan, P.R.
Fri.-Sat.	Nov. 18-19	San Juan, P.R.
Tue.-Wed.	Nov. 29-30	Algonac, Mich.
Thu.-Fri.	Dec. 1-2	Duluth, Minn.
Tue.-Wed.	Dec. 6-7	St. Louis

For 1995 courses, see page 23 in this edition of the LOG.



Summer Harvest Keeps Orgulf Crews Busy

SIU crewmembers aboard the Orgulf tugboats *Dick Conerly* and *J.N. Phillips* have been very active as the summer sailing season along the Mississippi River is coming to an end.

The tugs are moving agricultural products that recently have been harvested along with the usual cargoes of mulch, coal, steel pipes and other items.

"This is a really busy time of year for us," noted **Darrien Vessell**, lead deckhand aboard the *J.N. Phillips*. "Cargoes have to be moved, and there's always more to pick up."

His views are echoed by **John Gould**, who sails in the same position aboard the *Dick Conerly*.

"We have good crews on our tugs," Gould added. "They know what it means to get the cargo to its destination safe and on time."

Orgulf tugs operate along the Mississippi, Ohio, Tennessee, Illinois and Missouri rivers. The company is based in Cincinnati.



Cook **Charles Jourdan** has skillet warming on the stove as he prepares a specialty for the *Dick Conerly* crew.



Ready to cast off on another voyage during the Mississippi's busiest barge season is Lead Deckhand **Darrien Vessell** of the *J.N. Phillips*.

Heading out to work on the *Phillips* is Deckhand **Robert McCoy**.



Cook **Martha Smith** plans a menu for the crew on board the *J.N. Phillips*.



Deckhand **Kenneth Marshall** looks in on the *Conerly's* galley.



Lead Deckhand **John Gould** catches a bite between shifts on the *Conerly*.



Getting ready for work on the *Conerly* is Utilityman **Rick Shirley**.



Duty Engineer **Glenn Ransom** keeps an eye on the engine board of the tug *James A. Hannah*.

Seafarers Operate One-of-a-Kind Tug/Barge on Lakes



Helping to guide the barge *Medusa Conquest* is Deckhand **David Tharp**. The *Medusa Conquest* is part of an ITB.

A shipyard conversion has given new life to a former tanker and more job opportunities to Seafarers who sail along the Great Lakes.

The *Medusa Conquest* reappeared on the Lakes three years ago as a self-unloading barge. The vessel had been a Standard Oil tanker delivering petroleum products to terminals along the Great Lakes.

Following the conversion, Hannah & Medusa (H&M) Transport took over the barge's operations. The tug *James A. Hannah* and the *Medusa Conquest* call on the ports of Chicago, Detroit and Toledo, Ohio after loading in Charlevoix, Mich. The pair works as an integrated tug/barge (ITB).

"This is a good vessel," notes **Glenn Ransom**, who is duty engineer on the *James A. Hannah*. "It's the only one of its kind in the H&M Transport fleets. The crew makes sure it stays in top condition."

Doing his part to make sure the crew is in its top condition is Cook **Gerald Reifenbark**. Ransom says Reifenbark does a great job in feeding the members aboard ship. "The food and menus are top notch," he added.

Unlike other Great Lakes tug/barges handled by Hannah Marine (the parent company of H&M Transport), the *Medusa Conquest/James A. Hannah* does not sail year-round. The cement barge lays up during the winter icing, while Hannah petroleum tug/barges operate around the calendar on Lake Erie.

It is time to prepare another meal as Cook **Gerald Reifenbark** heads into the galley.



Monitoring offloading operations from the control board is Conveyorman **Donald McDonald**.



Second Conveyorman **Wayne Burnham** makes sure cement offloads at a steady flow.

Seafarers Welfare Plan Announces Changes To Protect Benefits

The Seafarers Welfare Plan (SWP) recently announced several changes which are designed to protect SIU members' medical benefits.

These adjustments were detailed in a letter which on August 18 was sent to all SWP participants.

"The changes that were made were done for three reasons," said Nick Marrone, SWP administrator. "One is to ensure that the Seafarers Welfare Plan continues to protect members from being financially ruined due to a catastrophic accident or illness. That protection comes in the form of maintaining 100-percent coverage of reasonable and customary charges for Seafarers and by ensuring that the Plan has long-term financial stability.

"The second reason is to allow the Plan to continue affording the out-patient coverage for dependents which is included in the current standard operating contract. This is a benefit that the membership indicated is extremely important to them, but it has increased the Plan's expenses significantly.

"Finally, the Plan has established a number of procedural safeguards to discourage any potential abuse of the system."

Marrone added that several of the changes simply are establishments of yearly or lifetime ceilings to be paid by the SWP.

Among the alterations announced by the SWP are the following:

- Effective immediately, the SWP will count maintenance and cure time as covered employment only if a member's employer continues to make contributions on his or her behalf to the SWP while the member receives maintenance and cure payments.

- The SWP has established a schedule to determine the amount of covered employment a Seafarer can receive credit for under the sickness and accident benefits based upon years of

covered employment. Whereas before, the maximum amount of sickness and accident time credited as covered employment was 39 weeks, the maximums in the new schedule range from 180 days to 20 days.

(Note: There is no change in the sickness and accident benefits themselves. Seafarers still may receive them for up to 39 weeks.)

- Seafarers will receive credit as covered employment for 50 percent of the time they attend upgrading courses at the Paul Hall Center, provided they successfully complete the course.

- The SWP will pay a lifetime maximum benefit of \$10,000 per participant for home-health and hospice care, with an annual maximum benefit of \$2,000 for home nursing care.

- The SWP will pay a lifetime maximum benefit of \$50,000 toward the treatment of any birth defect or related condition resulting during pregnancy or as a result of pregnancy.

- The SWP will pay a total benefit of \$2,000 for cardiac rehabilitation.

"One of the main questions which was considered in making these and other changes is, 'What can be done that is effective and fair and that also has the least monetary impact on the members,'" Marrone noted. "With no action on the part of Congress to pass a national health care bill to contain health care costs and distribute them fairly, health care expenses will continue to skyrocket. So it's up to us to protect the interests of Seafarers by keeping the medical plan on a sound and secure track. Also, members can help the plan by closely checking their medical bills, maintaining healthy lifestyles and receiving preventive care."

Seafarers who did not receive a copy of the August 18 letter may contact the SWP office at SIU headquarters, 5201 Auth Way, Camp Springs, MD 20746, or by telephone at 1-800-CLAIMS4.

Towing Safety Highlights		
Category	Current Law	House Inland Safety Act
Equipment	Lifesaving and firefighting gear	Adds requirement for radar, depth-finder, compass or swing meter, charts and adequate towing equipment.
Inspection	Only towing vessels that are inspected are those greater than 300 gross tons operating seaward of the shoreline.	Coast Guard must develop inspection program for all towing vessels within one year and send to Congress.
Licensing	For uninspected towing vessel operator's license, person must have three years' relevant experience and pass a written exam. Second-class operator's license can be obtained with half the experience and passage of exam.	Eliminates existing operators licenses and replaces them with master and mate licenses. Requires applicants for new or first-time renewal master and mate licenses to demonstrate proficiency in operating a towing vessel and use of navigational equipment.
Crew Documentation	Aside from the licensed individuals and tankermen, no other crewmembers are required to hold Coast Guard papers of any kind.	Requires all personnel that do not hold CG-issued license or document on towing and offshore supply vessels and all unlicensed personnel employed in positions listed on a passenger vessel's certificate of inspection to carry a z-card.

Safety Bill Passes House

Continued from page 2

ducting its investigation of the derailment, another accident took place which spotlighted the need for stricter waterway safety laws. On January 7, the barge *Morris J. Berman*, adrift after its towline broke, struck a coral reef off the coast of San Juan, P.R. and spilled 600,000 gallons of oil, fouling pristine beaches and killing fish and wildlife.

Documentation = Safety

During consideration of the bill, the most hotly debated issue was the requirement that z-cards be mandatory for deckhands on towing vessels.

The measure to require that individuals without licenses working aboard towing vessels hold Coast Guard-issued merchant mariner documents (known as z-cards) was strongly backed by the SIU.

In its research, the union had found that in segments of the industry where merchant mariner documents are required for all shipboard personnel, human factors are less likely to be the cause of accidents than in the towing

industry, which currently does not require crewmembers on tugs or tows to hold z-cards.

The union backed the plan because it assures all members of a towing vessel crew that they will be working side to side with individuals who qualified for merchant mariner documents.

SIU President Michael Sacco, in a communication to committee members a few days before its meeting, noted that a recent Coast Guard study on towing vessel manning "indicated that human error has been attributed as the cause of the majority of marine accidents in the inland towing industry."

'Improves Competence'

"Upgrading the licenses of towing vessel operators and requiring a demonstration of proficiency of skills in using required navigational equipment and in operating a vessel will certainly improve the competence of individuals employed on tugs on the inland waterway system," Sacco said.

He also said the merchant mariner document requirement "is not only a form of identification but also a key indication that the holder has satisfied minimum scrutiny by the Coast Guard and has remained in good stead, since the document is subject to suspension or revocation on various grounds."

Under Coast Guard procedures, individuals who have been found unfit for their shipboard duties or a danger to themselves and their shipmates, can have their merchant mariner documents revoked by the agency, preventing them from finding future shipboard employment.

Tauzin Opposes Z-Cards

Representative Tauzin argued that the measure would not increase safety on towing vessels and that it would create needless bureaucracy. He also said that if included in the overall bill, the requirement could threaten the bill's passage in the Senate.

Arguing in favor of the merchant mariner documentation plan was Representative Jack Fields (R-Texas), ranking minority member of the committee. Fields emphasized that requiring individuals who work on

marine equipment to hold a Coast Guard document was a sensible act.

He pointed out that "what is really required when someone gets a document is basically putting down their name, social security number, producing a passport, giving an address, telephone number, the name of their employer, and, very importantly, there is a criminal background check conducted by the Coast Guard."

Fields, Studds Push Bill

Fields and Studds urged the committee to be guided by concerns for safety and not what would happen in the Senate. The Towing Vessel Navigational Safety Act of 1994 "will not live or die by this or any other single provision," Studds said.

Representative Bart Stupak (D-Mich.) also spoke in favor of the plan. "It is really a safety issue." The bill would require "an individual to apply at one of the regional inspection offices of the Coast Guard, to provide proof of citizenship, permanent residence, provide fingerprints, make available information so we can do a drivers license check because only a drunk driving or a drug conviction can deny them the merchant mariner document," he said.

Stupak added that the requirement "is not unduly burdensome on anybody."

'Standardizes' Procedures

Representative Curt Weldon (R-Penn.) noted that the towing companies in his area that work along the coastline of the eastern seaboard down to the Gulf of Mexico require documents of their boatmen. He answered the opponents of the measure who said the document would be meaningless by asking why, if that was the case, are z-cards still required of deep sea seamen. Weldon said the measure would "help establish a standardized system."

After discussing the merchant mariner document part of the bill, the committee took a roll call vote on the provision. The 30 to 15 vote secured its inclusion in the overall bill, which was later adopted by the full House. Action is now up to the Senate.

Session Ends Without Health Reform, But the Debate Is Far From Finished

Congress will adjourn this month without passing a health care reform bill, but the issue will not go away.

The health care debate is sure to resurface in political campaigns between now and the November elections, and those who favor reform are expected to resume the push for comprehensive changes when the House and Senate reconvene early next year.

"We are determined to move forward in the effort to win national health care reform that provides every American access to quality care at a price they can afford," said AFL-CIO President Lane Kirkland. "Workers and their unions have had that goal for generations, and that effort continues right now in our work in the 1994 elections."

Kirkland also scolded the lawmakers who "missed the opportunity" to solve the health care crisis. "There is no doubt who blocked this historic opportunity at change: a coalition of hidebound Republicans dedicated to gridlock and some members in both houses and of both parties who are willing to do the bidding of special interests."

During the often fierce debates over health

care reform in the past year, a number of facts were pointed out which highlight the severity of the health care crisis. For example, an estimated 38 million Americans do not have health care coverage, and many others are underinsured. Those who have coverage shoulder much of the expense of treatment for the uninsured, in the form of higher premiums and fees.

Additionally, for every dollar spent by an individual with health insurance for health care services, less than half of that dollar goes to cover actual care. An estimated 18 percent goes to cover the uninsured; 11 percent is lost to claim fraud; 13 percent is drained by paperwork and administrative costs; and nearly 20 percent is taken by defensive medicine, meaning unnecessary tests and treatments which medical personnel may call for in order to protect themselves from patient lawsuits.

The SIU continues to join with the AFL-CIO and its other fellow affiliate unions in calling for reform which guarantees comprehensive, irrevocable coverage for every U.S. citizen; distributes costs fairly and establishes cost-control mechanisms; and does not tax any portion of health care benefits.

Lundeberg Students Maintain Manitou

Restoring JFK's Yacht Falls to New Generation

Between exposure to the elements and deterioration from the simple passage of time, it takes a lot of work to keep the 62-foot yawl *Manitou* in good shape.

Used by President John F. Kennedy, the *Manitou* has been part of the Paul Hall Center's fleet of historic sailing and power vessels since 1968.

From the time the former racing yacht first arrived at the center's Lundeberg School of Seamanship in Piney Point, Md., many people have had a hand in its upkeep. During the late 1980s and early 1990s, SIU retirees **Johnny Johnston** and **William Drew**, both now deceased, took a particular interest in the vessel's history and maintenance. They spent countless volunteer hours caring for the 57-year-old craft.

Nowadays, the yawl often is in the hands of a group of Lundeberg School trainees who also stepped forth about 12 weeks ago on their own to help refurbish it. Led by **Brian Hulstrom** (Class 527), a self-described JFK buff who was familiar with the *Manitou* long before he came to Piney Point, a half-dozen students have been spending their spare time getting the boat back into sailing condition.

"We don't have much free time, but we work on the *Manitou* whenever possible," said Hulstrom, who often is joined by fellow students **Merle Wooley**, **Brande Doton**, **Rebecca Gatton**, **Lynford Robles** and others. "Something with that kind of history, it should be a landmark and it should be in top shape. We're hoping that others will continue this tradition and will see that every little bit of effort can make a difference."

Plenty of Work

The students have found no shortage of tasks. Their work thus far has included restoring the interior center cabin, staining, shining bronze and brass fixtures, sanding and oiling the deck and more. Last month, the group stripped the hull and primed it for painting. They also had begun work on the craft's electrical system.



Fermin Morin peers out from a hatch as he checks the *Manitou's* electrical system.

By putting in an average of 15 hours per weekend, per person, along with some work on week nights, "We're seeing results, and it definitely helps to know we're making a difference," said Hulstrom. "At the same time, I don't really care about instant results. I'm looking at the long term."

"We want people from future classes to help in the restoration—people who are genuinely interested in the *Manitou* itself, its history and seeing it brought back."

The boat, which was built near Piney Point at the M.M. Davis and Sons yard in Solomons Island, Md., is made of oak and is carvel-built with a teak deck and mahogany trim. It features bronze and brass fastenings and deck hardware.

Won Many Races

Named for a stretch in northeastern Lake Michigan where she won several races during the 1930s and 1940s, the *Manitou* had a number of owners before being donated to the U.S. Coast Guard in 1955.

Kennedy and his family began sailing the vessel in 1963 and used it often that summer. After the president's death that November, the *Manitou* was returned to the Coast Guard Academy to resume her career as a training vessel.

In 1968 the Lundeberg School purchased the *Manitou* from the Defense Department Surplus Sales Agency in a closed bid. The boat has been part of the school's floating museum since.

Enjoying the Effort

While none of the other students initially could match Hulstrom's historical knowledge of the *Manitou*, they quickly learned. They also expressed pride in being part of the boat's restoration.

"I feel I'm making a contribution to something that's worthwhile," said Doton. "I knew a little about the *Manitou*, plus I like working with wood and restoring things."



There is no shortage of work to be done aboard the *Manitou* to get it back into shape, as Merle Wooley finds out as he helps strip the hull to prepare it for priming and then painting.



Sanding the teak deck are Brande Doton (left) and Harris DeCarlo.

"She's coming along," added Wooley. "Other students are taking an interest too, so hopefully, as we graduate, others will continue the work."

Like the volunteers who went before them, Hulstrom and his peers said the biggest reward from their work is a feeling of accomplishment.

"To tell you the truth, as much as I'm looking forward to

graduating, I'm sorry to be leaving before the work on the *Manitou* is done," said Hulstrom. "I'm looking forward to helping out some more when I come back to upgrade."

"But for now, the engine works fine and we'd really like to get her in good enough shape that we can take her out. Even if it's just for five minutes, that's going to be our reward."



Brian Hulstrom sands part of the yawl's interior.

Floating Phosphorous from New Orleans to Tampa



Seafarers aboard the tug *Margaret S. Cooper* (which also has a 300-foot barge) recently transported phosphorous from the New Orleans area to Tampa, Fla. "It's off-shore work, much different from what smaller tugs do," explained Patrolman Steve Judd, who along with Patrolman Bob Milan serviced the vessel in New Orleans. Pictured at left are Engineer William Judd Sr., Steve Judd and AB William Judd Jr. Below, from left, are Deckhand Mike Maggett, Deckhand Eddie Moore, Steve Judd, Mate David Queipo (an SIU hawse-piper), Cook A. Stevenson and AB David Kuhlman.



Seafarers aboard the Ready Reserve Force (RRF) vessel *Cape Mohican* last month were honored by the Maritime Administration (MarAd) for their performance during extensive sealift exercises which took place from May to August at Naha, Okinawa and Pohang, Republic of Korea.

SIU members, officers and officials from OMI Corp. (which operates the ship for MarAd) received the Administrator's Professional Ship Award during a ceremony aboard the *Mohican* in Norfolk, Va.—just two weeks before the ship was activated to support U.S. military operations in Haiti.

Outstanding Performance

In presenting the award, Mayank Jain, director of MarAd's South Atlantic region, commended the crewmembers for their "outstanding performance." Jain said, "The crew was a testament that our maritime unions, like the Seafarers International Union and the American Maritime Officers, can supply first-rate, top-quality crews."

He also noted the "superb operational record and readiness of the *Cape Mohican*, which has a history of successful service in both Desert Storm and in support of various Department of Defense exercises."

Maritime Administrator Albert J. Herberger, in a congratulatory letter sent to the company, captain and crew, noted, "The high level of visibility of this exercise not only shows that national sealift remains important, but is of great value to this country."

"I commend (all) personnel on their outstanding effort. They have proven once again what dedication, skill and determination can accomplish."

SIU President Michael Sacco, also conveyed his congratulations to the crew through SIU Port Agent Mike Paladino, who repre-

Cape Mohican Crew Lauded For Role in Sealift Exercises




ADMINISTRATOR'S PROFESSIONAL SHIP AWARD

GREETINGS, BE IT KNOWN THAT THE
READY RESERVE FORCE SHIP

Cape Mohican

HAS EARNED SPECIAL RECOGNITION FOR
PROFESSIONAL OPERATION AND EXCEPTIONAL
SERVICE, SUPPORT OR READINESS DURING
Exercise "FREEDOM BANNER '94" for exceptional
service in providing cargo operations in support of
Exercise "FREEDOM BANNER '94" at Naha, Okinawa
and Pohang, Republic of Korea, during the period
May to August 1994.




September 2, 1994
DATE

Albert J. Herberger
MARITIME ADMINISTRATOR

The Administrator's Professional Ship award was given to the *Cape Mohican* for exceptional service in providing cargo operations in support of Freedom Banner '94.

sented the union at the ceremony. Sacco thanked the crew for their "tremendous effort and a job well-done."

The *Mohican* was honored for its work during Freedom Banner '94, part of MarAd's Joint Logistics Over the Shore (JLOTS) exercises.

"Basically, JLOTS are practices to get ready for real sealift operations," explained Bill Hellwege, who teaches the Lundberg School's sealift preparedness classes. "In some cases, all [U.S. Armed Forces] send equipment out to the ships, which anchor and then try different loading and unloading operations." JLOTS operations nor-

mally have taken place once a year, beginning in 1986.

Freedom Banner '94 to a large extent was spawned by recent tensions between the U.S. and North Korea. The U.S. Navy, Army and Marine Corps took part in the operations. The *Mohican*, a participant in several previous JLOTS drills, was tabbed to participate because of its unique design and demonstrated versatility.

Built 21 years ago in Massachusetts, the *Mohican* (as well as its sister ships, *Cape Mendocino* and *Cape May*) was operated commercially until 1986, when it was turned over to MarAd.

Since then, the vessel's cargo-carrying configuration has been enhanced to bolster its role as a military lighterage carrier. For example, additional pedestals have been added to all decks to

allow the ship to carry undersized lighterage, and container adapter frames (originally designed for carrying containers while the ship was in commercial use) have been modified to allow transport of many different types of

military lighterage.

The *Mohican* is 875 feet long, 106 feet wide and has a maximum draft of 39 feet when fully loaded. The ship displaces 57,290 tons and has a service speed of 19.25 knots.

The vessel also features a state-of-the-art firefighting system and a 2,000 ton self-synchronizing elevator which is capable of lifting two barges simultaneously.

Because the *Mohican's* barges can be removed, the ship during military support missions has carried a wide range of materiel, including tug boats, fuel storage containers, tanks and jeeps.

Seafarers who crewed the *Mohican* during some or all of Freedom Banner '94 include Bosun Andrew Mack, ABs Gary White, Thomas Votsis, Lindsey Rhodes, Frank Adams, Albert Alexander, and John Cartos Jr. and OSs Patrick Carter, Troy Mack and Martin Josephson Jr.

Manning the engine department were Electricians Samuel Monroe and Donald Christian, Oilers Clarence Mosley, Jeffrey Stuart and John Robinson and DEUs Castel Blunt and William Prince.

The galley gang was comprised of Chief Steward Tannous Bachir, Chief Cook Robert Allen and SAs Marjorie Mack, Anthony Houston and Mohamed Saleh.



Honorees and guests await the start of the ceremony, which took place last month in Norfolk, Va.



Representatives from the SIU, the American Maritime Officers and OMI Corp. accept the MarAd award during a ceremony aboard the *Cape Mohican*. Pictured from left are Bosun Andrew Mack, SIU Port Agent Mike Paladino, Captain Paul Foran, William Hogg, VP of OMI Ship Management, and AMO Rep. John Adams.



Helping make the *Cape Mohican* a good feeder are, from left, Steward Assistants Mohamed Saleh and Marjorie Mack and Chief Steward Tannous Bachir.



Prior to the award ceremony, Seafarers meet with SIU Port Agent Mike Paladino to discuss union matters. Pictured from left to right are (front row) AB Thomas Votsis, Paladino, Bosun Andrew Mack and DEU William Prince, (back row) AB Gary White, Electrician Donald Christian and AB Frank Adams.

With the SIU at Guadalcanal: A War Diary by James M. Smith

Pensioner James M. Smith joined the SIU in Baltimore in August 1939 immediately after leaving the Marine Corps as a corporal and as an expert of 50-caliber machine guns.



James M. Smith

In September of that year, the Germans were attacking their neighbors, and the build-up for WWII was under way. As a Marine, Smith had taken a course in basic electricity and thus was well situated to take advantage of the opportunity to take the U.S. Commerce Department exam for an electrician's endorsement.

Brother Smith continued to sail during WWII, the Korean conflict and the early part of the Vietnam war and upgraded at the union's school in Brooklyn to third assistant engineer.

During part of his seafaring years, he kept a journal. Last month the Seafarers LOG published Part I of his narrative from aboard the SS Del Brasil. This is the remaining portion.

Guadalcanal, 1942

December 8. It's a small world. Today I heard that a former Marine was in the field hospital, "Cub One." Gunnery Sgt. Harold See and I were both PFCs on the *Houston*. He made corporal about the time I got off. When I saw him today, he sure looked bad. Said he was on Cactus for 108 days, and during one firefight, his Marines had the Japs stacked up five deep along the riverbank. I asked Harold if those Japs were as tough as we have heard. He just shook his head and said, "You gotta watch 'em, boy. You gotta watch 'em!" Tomorrow they are putting him on the *USS Solace* for a trip to the States. He is one tough Marine!

On the way back to the ship from Cub One, I hitched a ride in a jeep. Who should be driving but Lt. Baker (now captain) who was Plt. Lt. of 2nd Platoon of A/1/5 when I was at Quantico in the FMF. Arriving at the beach, I returned to the ship in a Higgins boat. The coxswain turned out to be Navy seaman Stinson. He was my neighbor in Mobile, Ala. last fall when the Japs attacked Pearl Harbor. Old home week.

December 11. Finally under way for Guadalcanal at 0800. Our convoy consists of two cargo/troop ships escorted by four destroyers. Yesterday the cruiser *New Orleans* came in with bomb damage on her stern, but she's still combat ready. Worked all day getting lights and cargo winches ready for working cargo under combat conditions. Tonight there are Jap subs reported in the area, so we are pushing our steam turbines at full speed with all nozzles open. I'm bushed, so I'm going to hit the sack and cruise at about 40 fathoms for a few hours. Never mind the submarines; if you're gonna get it, you're gonna get it.

December 13. Arrived at Guadalcanal at 0700 and anchored about 150 yards offshore. Inshore from us is a C-2 type cargo ship that was torpedoed last week right

where we are now anchored. She is on the beach, but probably can be salvaged although the No. 1 and No. 4 holds are ripped open and the sea is washing in and out with the tide. About 1,000 yards to seaward of us are six destroyers patrolling slowly back and forth. The word is that they have sunk two subs in the last few days.

This stretch of water, the 25 miles between here and Tulagi harbor and Florida Island, is known as Torpedo Junction. Florida Island is visible in the distance. It is here, in this narrow strait that the big naval battles have taken place in the past few months. Smashed up ships, both Allied and Jap, litter the whole vicinity.

Along the flat, coconut-lined beach from here to Lunga Point is where the 1st Marine Division, including my old outfit—A Co. 1st Bn. 5th Marines—made their landing on August 8. The entire area is ripped and riddled from gunfire. There is hardly a top of a tree left, and the tree trunks are slashed with shrapnel.



Henderson Field is just beyond the palm groves, and they have built a fighter strip about a mile away. Planes are roaring in and out all day long from both fields. Over near the fighter strip some Gruman fighters lie where they were smashed up in a terrific naval shelling a couple of weeks ago. The whole place is ankle deep in mud, and there are air attacks almost every night. From the ship I can see the Jap positions in the hills to the west—with field glasses, of course, since they are about eight miles away.

Everything is quiet so far today. I hear that there is to be a big operation by the Army units tomorrow—trying to get the Japs off that ridge. At 0800 some men from the 2nd Raider Bn. and some CBs came aboard to work cargo. These Marines are from the battalion that last month killed 400 Japs with only 17 casualties. Some of them have malaria (who doesn't?) and most have jungle sores that won't heal on their arms and legs. They say the Japs are in awful condition, and now that they are isolated, they are slowly starving to death. Still, they won't surrender to a Marine and seem to prefer to be shot. At 1630 we got under way for Tulagi with a destroyer escort. We have to come over here every night or be torpedoed.

December 14. About 2300 last night "Washing Machine Charlie" came over as usual and dropped several bombs. He is flying a twin engine "Betty" with unsynchronized engines. Thus, the name. A Navy CPO aboard told me that one of the bombs hit a PT boat, but that is the first damage he has done for several weeks.

Later this morning, at about 0330, a Jap they call "Reveille Joe" came over along the Guadalcanal side of the channel. They made it so hot with anti-aircraft fire that he took off without dropping his bombs. We could see the AA fire from where we were—very impressive!

0430: under way back across

Sealark Channel with destroyer escort. 0700: anchored off beach and began discharging cargo into barges. 1430: a red flag runs up over on the beach, signal lights blink rapidly for a moment. Condition Red! Air attack!



Almost immediately, several squadrons of P-38s and Gruman Wildcats roar into the air, climbing steeply. All barges pull away from the ship and we get under way before the anchor is completely raised. We get out in the channel where we can maneuver and make a moving target. Four destroyers cruise around watching for subs, and all guns are manned and ready.

The Marine fighters stopped the bombers over 10 miles away and shot down about 14 of them. The last we saw of the Japs was two bombers going into the clouds with a swarm of fighters after them. I don't know if we lost any or not, but some of the 8th Marines that have been here over a month say they will return tomorrow. Some of our gun crews are disappointed that they didn't get to fire a single round.

1530: back at anchor, worked cargo. 1550: received signal from destroyer—submarine contact, bearing 180 degrees. A few depth charges, and back to work. 1630: under way for Tulagi where we are now anchored. We will be here at least two weeks unloading, maybe more.

I always invite Marines who used to be my shipmates out to the ship for some chow and a shower. They look at my quarters with its private toilet and shower, clean sheets, innerspring mattress, etc. It's always, "Hey, Smitty, how the hell do you rate this?" Sometimes I feel a bit ambivalent about my job as chief electrician since I am a qualified expert rifleman, BAR and 50-cal. machine gun—to say nothing of experience on a 5-inch 25. But what the hell, you can get killed just as dead out here on the ship as you can up there on the ridge. With all this ammo and gasoline on board, right now we're no doubt much nearer the Pearly Gates than we are the Golden Gate. Be that as it may, I surely didn't think I would be doing my Xmas shopping on Guadalcanal this year!

December 19. Last Monday morning we had some difficulty getting the anchor up, missed our Tin Can escort, and so have been lying here in Tulagi harbor all week. We have had two air raids almost every day and no one seems to know what's going on. About 1,000 miles to the west, Dugout Doug's Aussies and Americans are pounding the Japs at Buna. Meanwhile, 150 miles north of here, the Japs are building a field at Munda and preparing for an attack on this place to try to retake it.

Well, here it is five days until Christmas, and we have hardly started to discharge our cargo. I have had the fever all week and feel awful. The temperature is about 110 degrees on deck and over 120 degrees in the engine room. It seems that everyone is getting malaria in spite of the atabrine we take. The small cuts and scratches on my

hands won't heal in this climate, and some of the troops who have been here for several months look bad.

Tulagi harbor is a beautiful place, scenically, and would make a fine resort if it wasn't for the terrific heat. Green-clad mountains surround the harbor, and small, jungle-covered islands dot the surface of the bay. There are some sunken ships although most traces of the severe fighting that took place here in August between the 1st Raider Bn. and the Japs have disappeared. Some of the crew have got some good souvenirs from the natives, but so far I have not been so fortunate.

I'm even beginning to doubt if we shall be back in the States by February at the rate we are going. Over on Cactus, the Marines and CBs are taking 4-to-1 odds that we get this rust-bucket sunk in the next 10 days. Nuts to those guys! They've been up there in the boon-docks too long. They're hoping we get sunk. Then we'd have to come ashore and camp in their mud holes under the trees instead of sitting out here with good food, iced drinks and clean beds.

The air raids we have every day aren't as bad as they may sound since the Japs seldom get by our Marine fighters offshore. When one does, we keep him so high with our anti-aircraft guns that he can't do any accurate bombing.

December 20. Tonight there is a "bomber's moon" shining and the stars are twinkling in a clear blue sky. A very beautiful sight, no doubt, what with the South Sea Is-



land romance and all that stuff. But just try lighting a cigarette on deck—against orders! Some Jap sniper over in the jungle will take a pot shot at you before the match goes out. They never hit anyone, but it does get tense.

December 22. This past weekend was uneventful with only one air raid and no damage done. Sunday, our marine air outfit took off from Henderson Field and bombed the Japs up at Munda. In the afternoon, a PBY came in with 14 Jap prisoners and an Australian woman. The first white woman I've seen down here in the Solomons. The word is that she has been up on New Georgia with her radio set for the past few months working for MI as a coast watcher. She is about 40 years old and looks like she has had a tough time. The Jap prisoners were all tied together and scared stiff; they look to be about 18 or 19 years old. I don't know where they came from.

This morning we got under way at 0430 and proceeded across the channel to Guadalcanal to begin unloading. At last! No air raids today, although during a work break I watched our B-17s bombing a Jap position about eight miles from the ship. Yesterday, a CB was driving a truckload of land mines when he had a collision with another truck. We heard the explosion at Tulagi, 23 miles away.

The soldiers who are working cargo on the ship today are scheduled to take over combat

operations at noon Friday, Christmas Day. There is a great difference between the soldiers and the Marines. Of course, they haven't been through boot camp, and I'm probably prejudiced, but I get the impression that this certain battalion is somewhat lacking in offensive spirit.



As we left for our anchorage at Tulagi this evening, the Army's 155s opened up and began shelling the Jap-held ridge to the north. They put over quite a barrage and the soldiers say that they keep it up all night, every night. What a racket. I'm glad I'm not a Jap on that ridge.

Last Sunday I went ashore at Tulagi for a look around the island. I went out to the small island connected by a causeway where the Japs had a fortified position around their machine shops. The place has been shelled and dive-bombed until there isn't a square foot that hasn't been hit. The stench from planted Japs is still strong. I didn't stay long.

December 23. We were at Guadalcanal all day and Tulagi all night. You sure could tell there was a war on today! I watched our artillery lay down heavy barrages along the ridge and Marine fighters strafing the Japs all day. There was a great deal of air activity, but I haven't found out yet just what is going on. I suppose the Japs are trying to get reinforcements in again.

There hasn't been much sniping around here lately, but like Gunny See said, "Ya gotta watch 'em, boy." I got a fake Jap battle flag from a Marine today for a can of beer. It's well made of parachute cloth with fine stitching. There are a lot of them around the area.

December 24, Christmas Eve. Tulagi Harbor, Solomon Islands. Over at Guadalcanal today I met some old shipmates in the 2nd Marines. During the afternoon, we had one air raid. It was very hot again today although we had a rain squall just before Condition Red sounded. Two Marines from the 8th Regiment came down from the front line and had dinner with me. After dinner they went back up and rejoined their unit. They said they have been up there for 21 days and are starting a big operation tomorrow, Christmas Day.



Well, things are quiet over here at Tulagi this evening, but it doesn't seem like Christmas Eve. Everything is all blacked out and there's no celebrating or anything. The gun crews are all standing by since we are expecting "Washing Machine Charlie" in a little while. This being a special night for us, he may bring some of his friends.

December 25. Friday, Christmas Day. Up at 0315 to stand by anchor control for getting under way. There was a fresh morning

Continued on page 21

Dispatchers' Report for Deep Sea

AUGUST 16 — SEPTEMBER 15, 1994

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	32	5	28	11	5	11	57	69	7
Philadelphia	4	9	4	2	6	0	0	3	13	6
Baltimore	8	18	1	4	14	1	1	9	12	4
Norfolk	12	21	14	15	18	7	3	17	24	16
Mobile	13	22	2	15	20	0	5	11	27	3
New Orleans	24	33	8	25	25	8	12	28	42	6
Jacksonville	25	22	14	21	19	5	5	41	35	19
San Francisco	20	23	4	16	12	0	9	41	37	9
Wilmington	19	24	12	13	14	3	10	34	29	12
Seattle	29	19	2	18	23	3	9	51	28	5
Puerto Rico	9	5	4	6	2	2	1	14	7	7
Honolulu	3	11	8	3	7	5	1	4	25	9
Houston	31	36	19	29	22	11	9	43	52	19
St. Louis	0	1	1	0	1	0	0	0	3	1
Piney Point	1	12	1	0	6	0	1	2	9	1
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	235	288	99	195	200	50	77	355	412	124
ENGINE DEPARTMENT										
New York	19	23	1	20	9	0	6	37	41	1
Philadelphia	4	4	0	1	1	0	0	3	6	2
Baltimore	1	9	2	1	5	0	1	5	13	2
Norfolk	9	18	3	9	15	4	0	10	17	9
Mobile	8	9	2	9	7	0	0	11	14	2
New Orleans	13	10	1	13	10	4	3	20	25	4
Jacksonville	14	17	6	11	17	5	2	19	25	11
San Francisco	14	15	3	8	10	0	1	23	27	5
Wilmington	11	14	9	9	5	1	3	19	29	11
Seattle	12	19	2	9	9	1	7	22	23	3
Puerto Rico	6	5	3	4	3	0	2	6	5	4
Honolulu	6	8	7	2	4	4	3	9	16	11
Houston	12	20	3	10	16	0	4	20	19	8
St. Louis	1	2	0	1	1	0	0	0	3	0
Piney Point	1	4	1	3	1	1	0	3	19	0
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	131	177	43	110	113	20	32	207	282	73
STEWARD DEPARTMENT										
New York	23	16	0	10	5	0	3	39	32	2
Philadelphia	0	1	0	0	1	0	0	0	1	4
Baltimore	6	3	1	3	1	0	0	5	3	2
Norfolk	4	5	3	5	10	2	1	6	8	5
Mobile	4	7	0	9	1	0	0	10	12	2
New Orleans	6	12	0	6	9	0	2	13	18	3
Jacksonville	9	10	2	10	4	1	3	12	16	2
San Francisco	30	10	5	21	3	2	6	59	19	7
Wilmington	10	6	4	4	1	0	5	22	13	5
Seattle	20	4	1	15	3	0	5	41	14	4
Puerto Rico	1	2	3	3	1	0	0	3	3	3
Honolulu	6	5	3	6	2	0	3	13	15	8
Houston	14	6	0	12	7	0	3	15	7	0
St. Louis	1	0	0	1	0	0	0	0	1	0
Piney Point	2	4	0	0	1	1	1	4	8	2
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	136	91	22	105	49	6	32	242	170	49
ENTRY DEPARTMENT										
New York	12	41	8	12	11	1	0	17	94	28
Philadelphia	0	1	1	0	0	0	0	0	1	1
Baltimore	2	5	7	1	2	5	0	1	8	6
Norfolk	1	22	19	1	17	12	0	5	29	22
Mobile	0	12	1	2	10	0	0	1	27	3
New Orleans	6	22	9	4	11	6	0	11	40	20
Jacksonville	4	10	8	1	12	6	0	6	17	18
San Francisco	8	22	16	5	6	2	0	15	38	31
Wilmington	6	12	16	6	9	2	0	8	26	21
Seattle	12	32	7	9	17	1	0	13	41	20
Puerto Rico	3	3	11	1	2	3	0	8	6	15
Honolulu	6	17	41	2	7	7	0	9	87	126
Houston	3	18	8	2	17	7	0	5	21	11
St. Louis	0	1	0	0	2	0	0	0	3	0
Piney Point	1	34	2	0	29	0	0	1	22	6
Algonac	0	0	0	0	2	0	0	0	2	0
Totals	64	252	154	46	154	52	0	100	462	328
Totals All	566	808	318	456	516	128	141	904	1,326	574

* "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 1,241 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,241 jobs shipped, 456 jobs or about 37 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From August 16 to September 15, 1994, a total of 141 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 21,630 jobs have been shipped.

November & December 1994 Membership Meetings Deep Sea, Lakes, Inland Waters

- Piney Point**
Monday: November 7, December 5
 - New York**
Tuesday: November 8, December 6
 - Philadelphia**
Wednesday: November 9, December 7
 - Baltimore**
Thursday: November 10, December 8
 - Norfolk**
Thursday: November 10, December 8
 - Jacksonville**
Thursday: November 10, December 8
 - Algonac**
Monday: November 14*, Friday: December 9
changed by Veterans Day holiday
 - Houston**
Monday: November 14, December 12
 - New Orleans**
Tuesday: November 15, December 13
 - Mobile**
Wednesday: November 16, December 14
 - San Francisco**
Thursday: November 17, December 15
 - Wilmington**
Monday: November 21, December 19
 - Seattle**
Friday: November 25, December 23
 - San Juan**
Thursday: November 10, December 8
 - St. Louis**
Friday: November 18, December 16
 - Honolulu**
Friday: November 18, December 16
 - Duluth**
Wednesday: November 16, December 14
 - Jersey City**
Wednesday: November 23, December 21
 - New Bedford**
Tuesday: November 22, December 20
- Each port's meeting starts at 10:30 a.m.*

Personals

- ALLEN CAMPBELL**
Please contact Brian Campbell at 33 Union Avenue, E. Rutherford, NJ 07073; or call (201) 935-0066.
- TOM CASEY**
Please call Charles Werner collect at (618) 376-8531.
- DEBBIE MAHLER**
Important: Please contact Mitch Samuels at (718) 854-3963; or write to him at 980 52nd Street, Brooklyn, NY 11219-4002-80.
- KENNETH MULDERIG**
Please contact Mrs. Helen Prevatt at Star Route, Box 749, Hampton, FL 32044; or call (904) 468-1402.
- NORBERTO "ALBERT" PINEDA**
Please contact Laura Hand Cornilsen at 406 Galt Avenue, Rock Falls, IL 61071. Your sister is ill.
- LEONARDO SINISI**
Please contact J.A. Gross, P.O. Box 1434, Sebring, FL 33870.

SIU TRAINEE CLASS 527

Carol Davis and Tom Kuss of the Claims Department at Piney Point, Md. wish to thank Trainee Class 527 for their support and help in getting their possessions into storage after a fire swept through their house on September 5.
 "In all that rush, dirt, smoke, smell and water, you packed and moved it all without breaking one thing. We can't even or ever begin to thank you. We can wish you a wonderful life and smooth sailing. You'll always be in our prayers."

**Seafarers International
Union Directory**

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John Fay
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Vice President Atlantic Coast
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HEADQUARTERS

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

ALGONAC

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

BALTIMORE

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

DULUTH

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

MOBILE

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

NEW BEDFORD

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

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

Government Services Division

(415) 861-3400

SANTURCE

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

SEATTLE

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

ST. LOUIS

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

WILMINGTON

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

Dispatchers' Report for Great Lakes

AUGUST 16 — SEPTEMBER 15, 1994

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

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	27	12	0	25	7	0	38	17
ENGINE DEPARTMENT									
Algonac	0	16	4	0	11	13	0	18	9
STEWARD DEPARTMENT									
Algonac	0	5	2	0	7	4	0	10	4
ENTRY DEPARTMENT									
Algonac	0	13	21	0	0	0	0	25	44
Totals All Departments	0	61	39	0	43	24	0	91	74

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

Dispatchers' Report for Inland Waters

AUGUST 16 — SEPTEMBER 15, 1994

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

Region	*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
DECK DEPARTMENT									
Atlantic Coast	3	0	0	1	0	0	27	2	0
Gulf Coast	3	7	7	2	4	4	7	11	21
Lakes & Inland Waters	48	0	0	19	1	0	49	0	0
West Coast	1	3	22	87	4	47	3	5	46
Totals	55	10	29	109	9	51	86	18	67
ENGINE DEPARTMENT									
Atlantic Coast	1	0	0	0	0	0	3	1	0
Gulf Coast	1	1	2	0	0	3	2	3	7
Lakes & Inland Waters	23	0	0	8	1	0	32	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	25	1	2	8	1	3	37	4	7
STEWARD DEPARTMENT									
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	3	0	3	1	0	3	4	2	6
Lakes & Inland Waters	3	0	0	4	0	0	12	0	0
West Coast	0	0	5	1	0	3	0	1	10
Totals	7	0	8	6	0	6	18	3	16
Totals All Departments	87	11	39	123	10	60	141	25	90

* "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.

SIU BULLETIN BOARD

PUBLIC HEALTH RECORDS AVAILABLE

Members who were treated at United States Public Health Service Hospitals may obtain their medical records by writing to PHS Health Data Center, GWL Hansen's Disease Center, Carville, LA 70721. To make sure a request is answered quickly, *be sure to include* the name, date of birth, social security number, the facility where treatment was received and the approximate dates of treatment for the individual in question.

PORT ARTHUR, TEXAS MEMBERSHIP MEETING ON NOVEMBER 2

A general informational Seafarers membership meeting will be held on Wednesday, November 2, 1994 at 2:00 p.m. It will take place at the Ramada Inn on Highway 87 in Port Arthur. Contact the Houston SIU hall for further information.

PAY VOUCHERS NEEDED WITH SOME VACATION APPLICATIONS

Seafarers who have sailed aboard military vessels should provide copies of their pay vouchers when filing for vacation benefits related to employment.

U.S. Coast Guard discharges do not show exact dates of employment, so the pay vouchers must be submitted as well.

Applications submitted without copies of pay vouchers will be held in a pending status until the proper verification is received.

FLU SHOTS BEING GIVEN IN PORT OF SEATTLE

Virginia Mason Clinic will offer flu shots on *Tuesday, November 8, 1994*, between 9:00 a.m. and 11:30 a.m. and between 1:00 p.m. and 3:00 p.m. at the Seattle union hall, located at 2505 1st Avenue.

In order to expedite the necessary paperwork, it is requested that each member *call the hall one week prior to November 8* (telephone 206-441-1960) if he or she intends to receive a shot.

To utilize this benefit, a member must be qualified under the rules of the plan. He or she must bring *proof of 120 days seetime for 1993 and one day employment after May 14, 1994*. (There are no exceptions to this rule.)

The Seafarers Pension Plan this month announced the retirements of 21 SIU members who have completed their careers as U.S.-flag merchant mariners.

Ten of those signing off sailed in the deep sea division, seven sailed the inland waterways, and one worked in the Railroad Marine division.

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

Nine of the retiring Seafarers served in the U.S. military—five in the Army and four in the Navy.

Of all the Seafarers signing off this month, Brother Victor Tamulis sailed the longest, having joined the union in 1948 in the port of New York.

Brief biological sketches of Brothers Brooks, Tamulis and the others follow.

DEEP SEA



SAM THOMAS BROOKS, 62, a graduate of the Andrew Furuseth Training School,

joined the Seafarers in 1963 in the port of New Orleans. Born in Georgia, he sailed in the deck department. Brother Brooks instructed lifeboat and AB classes at Piney Point and was appointed port agent for a period of time in New York under Paul Hall. He frequently upgraded at the Lundeberg School and completed the bosun recertification course in 1974. He served in the U.S. Army from 1948 to 1955. Brother Brooks retired to Las Vegas, Nev.

GREGORIO LOPEZ HERNANDEZ, JR., 59, began his sailing career with the SIU in 1962 in the port of Houston. The Texas native sailed in the deck department. Brother Hernandez served in the U.S. Army from 1956 to 1957. He has retired to his native state.

RAFAEL LUIS LUGO, 50, a native of Puerto Rico,

began sailing with the union in 1967 in the port of New York. Brother Lugo graduated from the Andrew Furuseth Training School in New York. He sailed in both the deck and engine departments. Brother Lugo upgraded his skills at the Lundeberg School. He served in the U.S. Army from 1965 to 1967. Brother Lugo currently resides in New York.



CARL MARCIN, 65, joined the Seafarers in 1972 in the port of Detroit, Mich.

Brother Marcin started sailing in the Great Lakes division. He then transferred to the deep sea division, sailing in the deck department. Brother Marcin served in the U.S. Army from 1946 to 1948. He makes his home in New York.

**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.

CLARENCE VICTOR MASON, 65, born in Wisconsin, joined the SIU in 1969 in the port of Duluth, Minn.

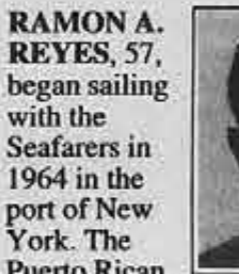


He started sailing in the Great Lakes division, then moved to deep sea ships as a member of the engine department. Brother Mason served in the U.S. Army from 1947 to 1962. He has retired to Wisconsin.



AMIN BEN RAJAB III, 54, joined the union in 1973 in the port of New York. He sailed in the deck department.

Brother Rajab frequently upgraded his skills at the Lundeberg School. He lives in his native New York.



RAMON A. REYES, 57, began sailing with the Seafarers in 1964 in the port of New York. The Puerto Rican native sailed in the deck department.

Brother Reyes has retired to New York.



VICTOR TAMULIS, 67, began sailing with the SIU in 1948 in the port of New York. He sailed in both

the inland and deep sea divisions as a member of the deck department. Brother Tamulis served in the U.S. Navy from 1944 to 1946. A native of Massachusetts, he currently resides in Texas.



ELTON WILDE, 57, joined the union in 1958 in the port of New Orleans. He sailed in both the engine

and steward departments. Born in Pennsylvania, Brother Wilde makes his home in Mississippi.



GLENN M. WINCHESTER, 59, a graduate of the Andrew Furuseth Training School,

joined the union in 1963 in the port of New York. He sailed in the engine department. Born in Colorado, Brother Winchester calls California home.

INLAND

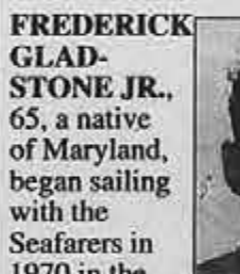
BENNIE GREENWOOD DIZE, 62, joined the SIU in

1974 in the port of Norfolk, Va. He sailed in the deck department. Boatman Dize served in the U.S. Coast Guard from 1951 to 1954. He has retired to the state of his birth, Virginia.



ALEJO COLLAZO, 62, a native of Puerto Rico, joined the Seafarers in 1976.

Boatman Collazo sailed in the steward department. He last worked aboard Crowley Towing & Transportation vessels. Boatman Collazo lives in Florida.



FREDERICK GLADSTONE JR., 65, a native of Maryland, began sailing with the Seafarers in 1970 in the port of Baltimore.

He sailed in the steward department. Boatman Gladstone served in the U.S. Navy from 1946 to 1969. He continues to call Maryland home.



ELDON OTTO MARSHALL JR., 69, joined the union in 1968 in the port of St. Louis, Mo.

Boatman Marshall sailed in the engine department. He served in the U.S. Navy from 1942 to 1945. Born in Indiana, Boatman Marshall continues to make his home there.

NORMAN E. MOEN-NICH, 61, a native of Ohio, joined the Seafarers in 1961 in the port of Cleveland.



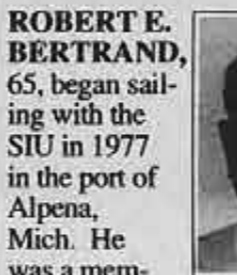
He sailed in the deck department—first in the Great Lakes division and then transferring to the inland division. He currently resides in Ohio.



JOSEPH SELF, 64, joined the union in 1958 in the port of Houston. He sailed in the deck department.

Boatman Self worked aboard National Marine vessels. He has retired to his native Texas.

GREAT LAKES



ROBERT E. BERTRAND, 65, began sailing with the SIU in 1977 in the port of Alpena, Mich.

He was a member of the steward department. The Michigan native continues to make his home in that state.



GERALD J. O'CONNOR, 62, joined the SIU in 1964 in the port of Cleveland. He sailed in the engine

department in both the Great Lakes and inland divisions. Brother O'Connor served in the U.S. Navy from 1948 to 1952. He continues to reside in Ohio.

WILLIAM EARL WILCOX, 62, a native of Michigan, began sailing with the Seafarers in 1961 in the port of Detroit. He was a member of the deck department, sailing in both the inland and Great Lakes divisions. He calls Michigan home.

RAILROAD MARINE



ROBERT E. CALLIS, 66, joined the SIU in 1960 in the port of Norfolk, Va. Brother Callis graduated

from the Pilot - Inland Upgrading Program at the Lundeberg School in 1973. He served in the U.S. Army from 1946 to 1947. Brother Callis continues to reside in Virginia.

CORRECTIONS

SAMUEL L. LOFTIN, 61, joined the union in 1959 as a boatman, not in 1965, as printed in the September *Seafarers LOG*.

The photographs of **JOHN S. MONACO** and **ALFRED ZAPOLNEK** were accidentally switched in last month's LOG. The correct identification follows.

JOHN S. MONACO, 61, joined the SIU in 1961 in the port of Cleveland, Ohio. He sailed in the deck department.



ALFRED ZAPOLNEK, 71, began sailing with the union in 1948 in the port of Algonac, Mich. in the engine department.

Guayama Galley Gang on the Go



From storing to preparing, the *Guayama's* galley gang knows the business of handling food. Above: Chief Steward Ruben Padilla checks stores while the PRMMI vessel is docked in Port Elizabeth, N.J. Right: Chief Cook Osvaldo Rios prepares lunch for the crew.



Final Departures

DEEP SEA

PEDRO F. ALVAREZ



Pensioner Pedro F. Alvarez, 88, passed away August 8. Born in the Philippine Islands, he joined the Seafarers in 1960 in the port of Seattle. Brother Alvarez sailed in the steward department. He began receiving his pension in December 1981.

GIOVANNI T. AQUINO



Pensioner Giovanni T. Aquino, 68, died August 1. A native of New York, he began sailing with the SIU in 1969 in the port of Jacksonville, Fla. He sailed in both the deep sea and inland divisions as a member of the steward department. Brother Aquino graduated from the steward recertification course in May 1982 at the Lundeberg School. He served in the U.S. Marine Corps from 1943 to 1946. Brother Aquino retired in March 1990.

JOHN J. BAPTISTA

Pensioner John J. Baptista, 92, died June 29. He joined the Marine Cooks and Stewards in 1920, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Baptista retired in November 1963.

BENIGNO BAUTISTA



Pensioner Benigno Bautista, 89, died September 1. Born in the Philippine Islands, he began sailing with the Seafarers in 1941 in the port of Savannah, Ga. Brother Bautista sailed in the steward department. He began receiving his pension in May 1971.

ALFRED T. BERGE



Pensioner Alfred T. Berge, 80, passed away July 6. A native of Norway, he joined the union in 1960 in the port of Detroit, Mich. He sailed in both the deep sea and Great Lakes divisions as a member of the deck department. Brother Berge retired in December 1976.

RICHARD J. BOLES



Pensioner Richard J. Boles, 74, died August 24. Born in Indiana, he began sailing with the SIU in 1943 in the port of Norfolk, Va. Brother Boles sailed in the deck department. He began receiving his pension in November 1981.

EUGENE A. BOUSSON



Pensioner Eugene A. Bousson, 70, passed away August 28. A native of New York City, he joined the SIU in 1964 in the port of New York. Brother Bousson sailed in the deck department. He upgraded frequently at the Lundeberg School and completed the recertified bosun program in 1976. He served in the U.S. Navy from 1940 to 1952. Brother Bousson retired in July 1989.

EDWARD L. BROADUS



Edward L. Broadus, 60, passed away July 30. Born in Alabama, he began sailing with the union in 1964 in the port of Mobile, Ala.

Brother Broadus sailed in the deck department.

CHARLES C. BROWN



Pensioner Charles C. Brown, 67, died September 8. A native of North Carolina, he began sailing with the Seafarers in 1952 in the port of Baltimore. He sailed in the deck department.

Brother Brown began receiving his pension in August 1973.

JOSEPH M. BRYAN



Joseph M. Bryan, 41, passed away August 31. Born in Florida, he signed on with the SIU in 1978 in the Port of Piney Point, Md. after completing the Inland Towboat Program at the Lundeberg School. He returned to the school for further upgrading and transferred to the deep sea division. Brother Bryan sailed in the deck department.

Brother Bryan sailed in the deck department.

JOHN J. BURCHINAL



Pensioner John J. Burchinal, 71, died July 31. A native of Pennsylvania, he joined the union in 1953 in the port of New York.

He sailed in the engine department. Brother Burchinal served in the U.S. Navy from 1941 to 1945. He retired in October 1986.

WILBERT F. (PETE) CAILLET



Wilbert F. (Pete) Caillet, 80, passed away June 25. He was born in New Baltimore, Mich. and began his sailing career with the SIU in 1941 in the port of New York.

Brother Caillet sailed in the deck department through 1954. In the 1950s he sailed with Delta Line on the *Del Sud*. Brother Caillet is sur-

vived by 7 children, 12 grandchildren, one sister and five nieces.

CALVIN L. CHERRY



Pensioner Calvin L. Cherry, 69, died August 28. Born in Texas, he began sailing with the SIU in 1960 in the port of Houston as a member of the steward department. Brother Cherry began receiving his pension in February 1989.

TADEUSZ CHILINSKI



Pensioner Tadeusz Chilinski, 75, died August 5. Brother Chilinski joined the union in 1942 in the port of New York.

He was born in Poland and became a naturalized U.S. citizen. Brother Chilinski sailed in the deck department. He graduated from the bosun recertification course at the Lundeberg School in 1975. Brother Chilinski retired in August 1984.

HENRY L. DURHAM

Pensioner Henry L. Durham, 70, died August 29. Born in Oklahoma, he joined the Seafarers in 1961 in the port of Houston. He sailed in the steward department. Brother Durham began receiving his pension in November 1985.

MANUEL EDEJER



Manuel Edejer, 60, passed away July 5. Brother Edejer sailed in the deck department. Born in the Philippine Islands, he resided in Alameda, Calif. and sailed out of the port of San Francisco. Brother Edejer is survived by his wife, Loretta T. Edejer.

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EDWARD J. ESTEVE



Pensioner Edward J. Esteve, 68, died August 7. Brother Esteve began his sailing career with the SIU in 1944 in his home port of New Orleans, La. He sailed in the deck department. Brother Esteve retired in June 1978.

Brother Esteve retired in June 1978.

FRANCES FERNANDES



Frances Fernandes, 88, passed away July 26, 1993. Born in British Guiana (now Guyana), he joined the union in 1955 in the port of New York. Brother Fernandes sailed in the engine department.

Brother Fernandes sailed in the engine department.

DAVID D. FERREIRA

David D. Ferreira, 69, died July 6. Brother Ferreira joined the Marine Cooks and Stewards in 1943, before that union merged with the SIU's AGLIWD. He was born in Hawaii. Brother Ferreira served in the U.S. military from 1942 to

1944. He is survived by his wife, Elizabeth.

CHARLES M. HALL

Charles M. Hall, 73, passed away August 28, 1994. A native of Ohio, he began his sailing career with the Seafarers in 1944 in the port of New York. He sailed in the steward department.

CHARLES I. HAMPSON



Pensioner Charles I. Hampson, 68, died July 29. Born in Brooklyn, N.Y., he joined the SIU in 1959 in his home

port after graduating from the Andrew Furuseth Training School. He sailed in both the engine and steward departments. Brother Hampson upgraded at the Lundeberg School and was a winner in the Seafarers Safety Poster Contest of 1960-1961. Brother Hampson served in the U.S. Navy from 1942 to 1946. He began receiving his pension in August 1991.

CHARLES C. HEMP

Pensioner Charles C. Hemp, 67, passed away August 31, 1994. He began sailing with the union in 1966 in the port of Duluth, Minn. Born in Virginia, Brother Hemp started out in Great Lakes and transferred to deep sea. He sailed in the deck department. Brother Hemp often upgraded at the Lundeberg School in Piney Point, Maryland. He served in the U.S. Navy from 1943 to 1966. Brother Hemp retired in September 1992.

ISABEL "IZZY" HERNANDEZ



Isabel "Izzy" Hernandez, 63, passed away September 15, 1993. Born in Texas, he began sailing with the SIU in 1961 in the

port of Houston. He sailed in the engine department. Brother Hernandez is survived by his wife, Gloria.

LUIGI IOVINO



Pensioner Luigi Iovino, 64, died August 22. He began his career with the SIU in 1946, sailing in both the deck and

steward departments before coming ashore as a patrolman in New York in 1961. Brother Iovino was involved in many union actions during his tenure with the SIU. Prior to his retirement in 1981, he served as port agent in Wilmington, Calif. Brother Iovino was buried at St. Charles Cemetery in East Rockaway, N.Y. He is survived by his wife, Grace, and two daughters.

FRANK S. KALICKY

Pensioner Frank S. Kalicky, 85, passed away July 16. Born in Pennsylvania, he joined the union in 1965 in the port of Buffalo, N.Y. Brother Kalicky sailed in both the Great Lakes and deep sea divisions as a member of the steward department. He served in the U.S. Navy from 1942 to 1945. Brother Kalicky began receiving his pension in December 1976.

LARRY J. KLARSTROM



Larry J. Klarstrom, 56, died August 14. A native of Wisconsin, he joined the union in 1977 in the port of Duluth, Minn.

Brother Klarstrom began sailing in the Great Lakes division and later transferred to the deep sea division. He sailed in the engine department. Brother Klarstrom upgraded to QMED at the Lundeberg School. He served in the U.S. Army from 1955 to 1962, and again from 1971 to 1974.

HYMAN MEDMAN,

Pensioner Hyman Medman, 73, passed away September 3. Brother Medman joined the Marine Cooks and Stewards in 1953, before that union merged with the SIU's AGLIWD. Brother Medman retired in January 1979.

EDWARD MILLER



Pensioner Edward Miller, 72, died September 1. Born in Washington, he joined the Seafarers in 1958 in the port of San

Francisco. He sailed in the steward department. Brother Miller completed the steward recertification course at the Lundeberg School in 1982. He began receiving his pension in March 1984.

DEWEY A. PENTON SR.



Pensioner Dewey A. Penton Sr., 64, passed away August 25. A native of Louisiana, he began his sailing career with the

union in 1958 in the port of New Orleans. Brother Penton sailed in the deck department. He retired in October 1984.

JOSE A. PEREZ



Pensioner Jose A. Perez, 67, died August 18. Born in Puerto Rico, he joined the Seafarers in 1957 in the port of New

York. He sailed in the deck department. Brother Perez began receiving his pension in April 1982.

SOLOMON ROSOFF



Pensioner Solomon Rosoff, 79, died August 22. Brother Rosoff joined the union in 1946 in the port of Norfolk, Va. He

sailed in the deck department. A native of Pennsylvania, he served in the U.S. Army from 1941 to 1945. Brother Rosoff began receiving his pension in September 1976.

Digest of Ships Meetings

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

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

SEA-LAND INTEGRITY (Sea-Land Service), May 22—Chairman **Leon T. Jekot**, Secretary **Vernon Wallen**, Deck Delegate **Paul B. Carolan**. Chairman announced receipt of two new lounge chairs and VCR. Ship needs separate washer for work clothes and rewriter for videotapes. Good trip reported by secretary. Educational director reminded crewmembers to upgrade at Lundeberg School when possible. Disputed OT reported by deck and steward delegates. No beefs or disputed OT reported by engine delegate. Suggestion made to look into hard hat requirement in Rotterdam for crewmembers. Steward department given vote of thanks for job well done. Next port: Port Everglades, Fla.

SEA-LAND INTEGRITY (Sea-Land Service), June 26—Chairman **Leon T. Jekot**, Secretary **Vernon Wallen**, Deck Delegate **Mark Davis**. Chairman announced ship payoff in Charleston, S.C. Patrolman requested. Secretary stated he enjoyed working with crew—top to bottom. Educational director posted new movie list and urged crewmembers to attend upgrading courses at Piney Point. Deck department reported disputed OT. No beefs or disputed OT reported in engine or steward departments. Chief electrician reminded crewmembers to keep door closed on main deck for proper ventilation on all decks. Suggestion made to purchase weight-lifting equipment for ship. Steward department thanked for good food and good service. Next port: Port Everglades, Fla.

CHARLES L. BROWN (Transoceanic Cable), July 28—Chairman **Paul J. LaTorre**. Chairman reported successful cable repair job. Received letter of commendation from company on excellent work. Payoff scheduled Aug. 1 in San Juan, P.R. Educational director stressed importance of upgrading at Paul Hall Center. Treasurer announced \$400 in ship's fund. Deck department reported disputed OT. No beefs or disputed OT reported in engine or steward departments.

Suggestion to raise optical and dental benefits forwarded to contracts department. Crewmembers noted repair of air conditioning system needed. Also recommended non-skid surfaces at top and bottom of stairwells. Steward gave vote of thanks to crew for keeping ship clean. Bosun gave steward department vote of thanks for excellent food.

CLEVELAND (Sealift Bulk), July 3—Chairman **David J. Garoutte**, Secretary **Miguel E. Vinca**, Educational Director **Iqbal Samra**, Deck Delegate **Paul Cadran**, Engine Delegate **Nathaniel Gatien**, Steward Delegate **Ruti Demont**. Chairman advised crew to resolve conflicts with department delegate, then ship's chairman. He reminded crew not to go on deck during pirate watch. Educational director discussed opportunities available at Lundeberg School—free education and greater earning potential. Treasurer stated \$115 in ship's fund. No beefs or disputed OT reported in all three departments. Items in need of fixing to be put on repair list. Crewmembers asked to be considerate of fellow shipmates by keeping noise down in passageways. Vote of thanks given to steward department for great barbecue, excellent pastries. Next port: Guam.

GOLDEN MONARCH (Apex Marine), July 10—Chairman **Randall Carlton Hanke**, Secretary **R. Juzang**. Chairman announced ship en route to Panama Canal Zone. Educational director urged crewmembers to upgrade skills at Piney Point. No beefs or disputed OT reported in deck, engine or steward departments. Next port: Beaumont, Texas.

NEWARK BAY (Sea-Land Service), July 24—Chairman **Pete Sanchez**, Secretary **Felipe P.A. Orlanda**, Deck Delegate **Stephen E. Yursha**. Secretary thanked all departments for job well done. He announced upcoming payoff in Elizabeth, N.J. No beefs or dis-

puted OT reported by all three departments. Suggestion made for contracts department to look into lowering seetime required for retirement. Crewmembers requested new radio and microwave oven for crew lounge. All hands requested to help keep messhall clean. Steward department given vote of thanks. Next port: Portsmouth, Va.

OOCL INSPIRATION (Sea-Land Service), July 17—Chairman **Mark Trepp**, Secretary **Ekow Dofoh**, Educational Director **Eric D. Bain**, Deck Delegate **Clemente Rocha**, Engine Delegate **John J. Walsh**, Steward Delegate **Eddy Usmany**. Educational director advised crewmembers to attend classes at Paul Hall Center. Treasurer announced \$50 in ship's fund and 28 new movies added to film collection. No beefs or disputed OT reported by all three department delegates. Galley gang given vote of thanks for excellent job, both in quality and variety of food served throughout voyage. Next port: Charleston, S.C.

OVERSEAS NEW ORLEANS (Maritime Overseas), July 31—Chairman **Michael M. Sutton**, Secretary **Pernell Cook**, Deck Delegate **Timothy Jackson**, Steward Delegate **L. C. Johnson**. Chairman reported smooth voyage. Secretary thanked crewmembers for good sanitary work in keeping ship clean. He stressed value of donating to union's political organization, SPAD. Crew gave vote of thanks to galley gang for job well done. Educational director discussed importance of upgrading skills at Lundeberg School. Engine department reported disputed OT. No beefs or disputed OT reported in deck or steward departments. New remote control needed for TV. Next port: Boston, Mass.

SEA-LAND DISCOVERY (Sea-Land Service), July 24—Chairman **Eddy Stwaerd**, Secretary **José R. Colls**, Educational Director **Joseph Shuler**, Deck Delegate **E. Zoubantis**, Engine Delegate **Ramón Collazo**, Steward Delegate **Jorge Salazar**. Chairman announced payoff when boarding patrolman comes aboard. All crewmembers must attend U.S. Coast Guard inspection upon arrival. Deck department reported disputed OT. No beefs or disputed OT reported by engine or steward departments. All communications read and posted. Vote of thanks given to entire steward department for excellent job. Ship heading to New Jersey, Puerto Rico and Dominican Republic, with expected payoff in Elizabeth, N.J.

SEA-LAND PATRIOT (Sea-Land Service), July 17—Chairman **Shawn Evans**, Secretary **A. Delaney**, Educational Director **H. Paquin**, Deck Delegate **Steve Kastel**, Engine Delegate **Richard Mullen**, Steward Delegate **E.R. Avila**. Chairman stressed importance of safety aboard ship and reminded crewmembers of drug testing required following serious accidents. Secretary noted elimination of certain portion-controlled items in galley. Educational director urged crewmembers to attend school at Piney Point to upgrade skills and gain job security. Several beefs reported by deck department. No beefs or disputed OT reported in engine or steward departments. Suggestion made to improve working conditions for helmsman required to stand four-hour watch without relief. Also to have lookout for heavy traffic. Steward department given vote of thanks for job well done. Ship heading to Tokyo and Kobe, Japan, with expected payoff in Long Beach, Calif.

SEA-LAND PERFORMANCE (Sea-Land Service), July 22—Chairman **Richard R. Moss**, Secretary **Melvin W. Hite**, Deck Delegate **Peter Kulyk**, Engine Delegate **J.J. Gruszcza**, Steward Delegate **Bert M. Win-**

field. Chairman wished farewell to Chief Cook Winfield, retiring after 44 years in SIU, two years in U.S. Army and 10,000 days seetime. Winfield, he said, is "one of finest chief cooks in the game, a beautiful friend and shipmate to us all. He will be sorely missed." No beefs or disputed OT reported by all three department delegates. New icebox for galley on order. Vote of thanks to steward department for job well done. Next port: Elizabeth, N.J.

SEA-LAND SPIRIT (Sea-Land Service), July 24—Chairman **Howard Gibbs**, Secretary **Aubrey D. Gething**, Educational Director **Robert A. Martinez**, Deck Delegate **Theodore Doi**, Engine Delegate **Mel Sisun**, Steward Delegate **Sheng-Jen Hsieh**. Chairman announced purchase of exercise machine for crewmembers. Secretary said anyone wishing to upgrade at Paul Hall Center should

of new pay rates for unlicensed crew. Educational director reminded crewmembers of upgrading facilities at Piney Point. Treasurer announced \$645 in ship's fund after purchasing 50 new videotapes in last four months. No beefs or disputed OT reported by department delegates. Request made by crewmembers for new washing machine. Next port: Bahrain.

SEA-LAND DEFENDER (Sea-Land Service), August 6—Chairman **William J. Dean**, Secretary **Curtis Phillips Jr.**, Educational Director **Daniel F. Dean**, Deck Delegate **Jim Dallas**, Engine Delegate **Daran Ragucci**, Steward Delegate **Terry J. Allen**. Chairman noted smooth voyage. No beefs or disputed OT reported by delegates in all departments. Educational director advised crewmembers to upgrade skills at Lundeberg

Ready to Go Ashore



Following a payoff aboard the SS Carolina, some SIU members of the crew pose for a group shot. They are, from left, OMU Joe Harris, Bosun Danny Marcus, AB Enrique Velez and AB Martin Rosen.

send in application. Educational director stressed importance of donating to SPAD. Treasurer stated \$140 in ship's fund and \$10 in movie fund. No beefs or disputed OT reported in all three departments. Vote of thanks given to steward department for good food and service. Payoff scheduled for Long Beach, Calif., then sailing to Honolulu, Hawaii.

CHAMPION (Kirby), August 21—Chairman **Alvie S. Rushing**, Secretary **Darrell J. Touchstone**, Educational Director **James McDaniel**, Deck Delegate **Charles E. Kinney**, Engine Delegate **Richard Rodgers**, Steward Delegate **John S. Foster**. This is ship's first voyage under new company. Chairman stated all going well and crew should continue to do best job possible. Educational director advised crew to upgrade skills at Piney Point to protect their future. No beefs or disputed OT reported by department delegates. Vote of thanks given to steward department. Steward, in turn, thanked all crewmembers for cooperation in maintaining clean vessel. Extra minute of silence observed in memory of Paul Hall. Next port: Boston, Mass.

DUCHESS (Ocean Shipholding), August 7—Chairman **Dave Newman**, Secretary **Raymond L. Jones**, Educational Director **J. Singletary**, Engine Delegate **Felipe A. Torres**, Steward Delegate **Diego Hatch**. Chairman read agreement between Ocean Shipholding and SIU. No beefs or disputed OT reported in deck, engine or steward departments. Suggestion made for contracts department to reduce seetime needed for full retirement. Steward department given thumbs up for job well done. Next port: Piney Point, Md.

RICHARD G. MATTHIESEN (Ocean Shipping), August 21—Chairman **James T. Martin**, Secretary **Lovell McElroy**, Educational Director **Ron Day**, Deck Delegate **Harry R. Johns**, Engine Delegate **Dean Dobbins**, Steward Delegate **Mohamed M. Quraish**. Secretary reported receiving copies

School. VCR needs repair (new belt) or replacement. Crewmembers would like spare washing machine. Recommendation given to contracts department to increase dental plan benefits. Hats off given to steward department for job well done. Next port: Wilmington, Calif.

SEA-LAND DISCOVERY (Sea-Land Service), August 21—Chairman **Nelson Sala**, Secretary **José R. Colls**, Educational Director **Tomas Prisco**, Deck Delegate **E. Zoubantis**, Engine Delegate **Ramón Collazo**, Steward Delegate **Jorge Salazar**. Chairman announced payoff as soon as patrolman comes on board. Coast Guard to conduct inspection at that time. Secretary announced rescue operation 20 miles off coast of Cuba. Seven Cuban refugees brought onboard and taken to immigration officials in San Juan. No beefs or disputed OT reported by department delegates. Vote of thanks given to steward department for excellent job. Ship sailing to Elizabeth, N.J., San Juan, P.R. and Rio Haina, Dominican Republic.

SEA-LAND EXPLORER (Sea-Land Service), August 21—Chairman **Jack Kingsley**, Secretary **Alphonso Davis**, Educational Director **J.K. Halim**, Deck Delegate **Jim Tracy**, Engine Delegate **Arthur J. Shaw**, Steward Delegate **M. Abdulla**. Chairman announced everything running smoothly. Secretary reminded crewmembers to attend classes at Piney Point to upgrade skills. Steward department given vote of thanks for job well done. No beefs or disputed OT reported by deck, engine or steward delegates. Next port: Long Beach, Calif.

USNS SILAS BENT (Bay Ship Management), August 11—Chairman **J.B. Griffin III**, Secretary **Ben Henderson**, Educational Director **P. Garrett**. Chairman called special meeting to discuss with crew upcoming ship's turnover to DynCorp. Secretary noted sufficient stores on board and all storerooms clean and orderly. Ship heading to Djibouti, with expected payoff in Piraeus, Greece.

After a Job Well Done



Crewmembers aboard the SIU-crewed Dyn-Marine Virginia Responder return to the port of Norfolk following a successful training exercise with the Jersey Responder and the Delaware Responder. They are, from left, AB/Tanker Tom Costner, Chief Mate Bob Blomerth, Mate Bill Harvell, Cook John Willis, Asst. Eng. Sam Mormando and AB/Tanker Bill Holmes.

Inquiring Seafarer

Question: What differences have you found you experience by belonging to a union?

Asked of SIU members in the port of Houston.



Jeff Gelin, QMED — It's a lot easier to look for a job in one place than to go door-to-door. And the benefits help, too. The SIU tries to help you as much as they can for upgrading and things like that.

Obenzio Espinoza, Chief Cook —



First of all, there are the benefits available through the welfare plan and traveling to different countries. While there were some good countries and some bad, all of it has been a good experience. I've been in the union for 10 years and I appreciate the good brothers. That makes a difference.



John Arvanites, Chief Cook — I started sailing in 1958. I was on the West Coast in

San Francisco. I went to the union hall and waited four months for a job. I knew from when I was a little kid that I wanted to work in an organization, in a union. I didn't want to work for an individual. I like to work with guidelines. The only way I could work the way I wanted to was to be in a union.

Ralph Moore, Recertified Bosun —



If it wasn't for the union, we couldn't exist. Now, there are companies for which you could work for 9,700 days and they would kick you out without anything. With the union, you keep your hospitalization and benefits. Anytime a union can take someone off the streets and give him an education, benefits and then a job, God bless them. That's what the union did for me.



Nestor Valentin Martinez, Oiler Maintenance Utility — The first ex-

perience was that people in the union are really nice. I think the union is always getting better. I came in during 1989. I also

think a big difference is that you can go to school through the union and do a lot of things to make yourself a better person. You get opportunities to get better and better.

Jim Dawson, Recertified Bosun —



I found that when I first talked to people about the SIU that other jobs just didn't take care of the employees the way they do in the SIU. The SIU had better benefits than other jobs. Also, the SIU works with its members to keep them in touch with what's going on. It gets them benefits and it just gets better as the years go along.



J. Ashley, QMED — I've always belonged to a union. Working conditions, the contract and wages are important. I came into the union in 1964.

Timothy Dowd, Recertified Steward — The first ship I was on, I was there



with my dad. He was in a union for 47 years, District 2-MEBA. He started as a coal passer and retired as a chief engineer of 32 years. I used to take trips with him in the summers because in those days he didn't have that much time off. He had six kids and because he worked for the union, we had good medical coverage and the money to get the things he afforded us. I've been at this for 13 years myself.



Marco Antonio Guity, Steward Assistant — The experience that has made a

difference is the benefits that you get, the hospitalization and all of that. Also, the security of having work and that you can go to the school to better yourself, and that's available to all.

Michael Harmanson, FOWT —



The difference the union makes is keeping our jobs steady and in the U.S., instead of letting them go overseas. Our medical benefits, that also works out. I started out working here in Houston, and I've been sailing about 3½ years.

Seafarers Join In Celebration of Puerto Rico



Helping to celebrate Hudson County (N.J.) Puerto Rican Day last month, the SIU joined with PAPA (Filipino-American Advancement for Progress) in fielding a parade float. Seafarers official Ed Pulver (in left of photo flanked by two of the participants) stands before the 31-foot float which won second place in the parade, designed to recognize the positive contributions of Puerto Ricans to the U.S.

Know Your Rights

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

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

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

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

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

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the

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

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

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

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

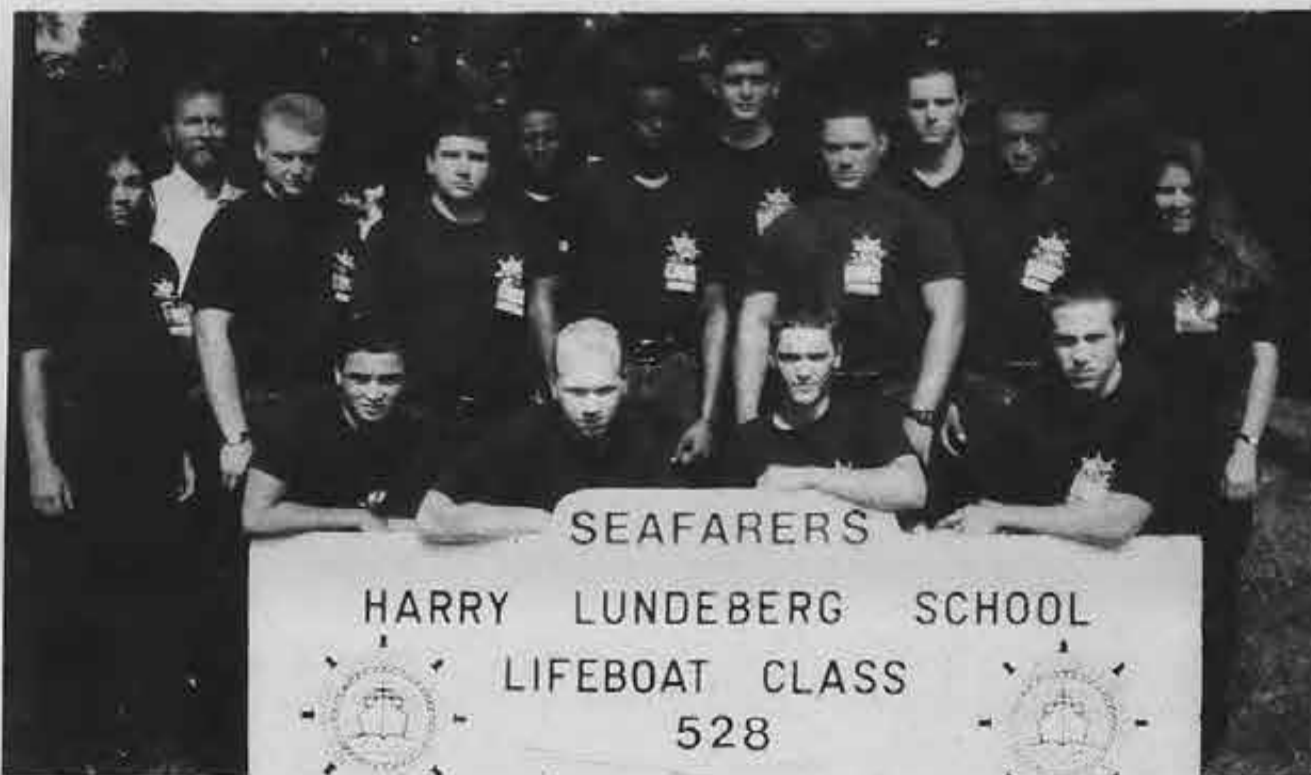
EQUAL RIGHTS. All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed,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

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

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

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

Lundeberg School Graduating Classes



Trainee Lifeboat Class 528—Graduating from trainee lifeboat class 528 are (from left, kneeling) Rhandele Dusich, Aaron White, Charles Fiechtner, Scott Kucharski, (second row) Brande Doten, Mark Maiello, Merle Wooley, Dockery McGuire II, Marco Carbajal, John Turner, Rebecca Gaytan, (third row) Ben Cusic (instructor), Leroy Roberts, Lynford Robles and Michael Hargraves.



Upgraders Lifeboat—Upgrading graduates of the August 24 upgraders lifeboat class are (from left, kneeling) Floro Alabanza, Ben Cusic (instructor), Asril Syabaini, (second row) Cynthia Adamson, Rebecca Hedge, Edison Rodriguez and Gregory Williams.



Oil Spill Containment—Completing the oil spill emergency containment and clean-up course on August 31 are (from left, kneeling) Sara Moore, Clifford Blackmon, Jose L. Luaces, Casey Taylor (instructor), Christian Werner, Christopher Kavanagh, (second row) T.L. Thompson, Chris Campos, James Strickland, David Deloach, Richard Gendaszer, Washington Williams Sr., Jim Moore, Dale Kirsch Jr., Kevin George, (third row) Michael Moore, Matthew Sandy, Frank Coburn, Ronald F. Lukacs, Roger Jackson, Thomas Diviny Jr. and Mark Dominiak.



Radar—Renewing their radar endorsements on August 24 are (from left, first row) Jake Karaczynski (instructor), Ron Paradise, Victor R. Rosada, Jeff Tanksley, (second row) Charles Varney, Michael Hill, Kimo Sullivan, Jim Kelly, Dale Kirsch Jr. and Christopher Kavanagh.



Marine Electrical Maintenance—The August 24 graduates of the marine electrical maintenance class are (from left, kneeling) Joseph Jay Arnold, Sara Moore, Robert Rice Jr., Mann Aroon, (second row) Mark Jones (instructor), Thomas Diviny Jr., Larry Pittman, Paul Lightfoot, John Copeland Jr., Franklin Coburn and William Twiford. Not pictured is Richard Larsen.



Upgraders Lifeboat—Certificates of training were received by the September 8 class of upgraders. They are (from left, kneeling) Paul Lightfoot, Mary Lou Smith, Larry A. Gross, Miles S. Copeland, Tom Gilliland (instructor), (second row) Jim Brown (instructor), Harry Gardeira Jr., Gregg Johnson, Ronald Gibbs, Gilbert Sandford Jr. and Kurt Mayer.



Refrigeration Maintenance—Receiving certification for completion of the refrigeration maintenance course on August 29 are (from left, seated) James Gibson, Thomas Keseru, Michael Brown, Sellers Brook, (second row) Mark Francois, Mike Clapshau, Paul Peterson, Jorge Bonelli, Monroe Monseur, Marsha Dawson, John Lange, John Walsh, Steven Williams and Steve Harrington.



Upgraders Lifeboat—Rose T. McCants poses with Lundeberg School instructor Ben Cusic following her completion of the upgraders lifeboat class on July 25.

**LUNDEBERG SCHOOL
1994 - 1995 UPGRADING COURSE SCHEDULE**

The following is the course schedule for classes beginning between November 1994 and March 1995 at the Seafarers Harry Lundeberg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve job skills of Seafarers and to promote the American maritime industry.

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

Deck Upgrading Courses

Course	Date of Enrollment	Date of Completion
Tanker Operations	January 2 January 30 February 27	January 27 February 24 March 17
Bridge Management	January 30	February 10
Limited License, Part I	January 23	February 3
Limited License Part II	February 6	February 17
Limited License, Part III	February 20	March 3
Able Seaman	January 23	April 7
Radar	January 23 February 27	February 3 March 10
Celestial Navigation	February 13	March 24
Sealift Operations & Maintenance	January 23	February 17

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

Safety Specialty Courses

Course	Date of Enrollment	Date of Completion
Lifeboatman	November 4	November 18
Basic/Advanced Fire Fighting	November 25	December 9

Recertification Programs

Course	Date of Enrollment	Date of Completion
Bosun Recertification	February 20	March 31
Steward Recertification	January 23	March 6

Steward Upgrading Courses

Course	Date of Enrollment	Date of Completion
Assistant Cook, Cook and Baker	November 21	February 10
Chief Cook, Chief Steward	November 21	February 10

UPGRADING APPLICATION

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

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Engine Upgrading Courses

Course	Date of Enrollment	Date of Completion
Power Plant Maintenance	January 9	February 17
QMED - Any Rating	January 9	March 31
Refrigeration Systems Maintenance & Operations	February 30	March 10
Diesel Engine Technology	March 13	April 7
Hydraulics	February 20	March 24
Marine Electrical Maintenance I	January 9	February 17
Marine Electrical Maintenance II	March 13	April 21
Basic Electronics	January 9	February 3
Marine Electronics Technician I	February 6	March 3
Marine Electronics Technician II	March 6	March 31
Welding	February 20	March 17

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

Engineer-Inland Upgrading Courses

Course	Date of Enrollment	Date of Completion
Engine Familiarization	January 30	February 10
Diesel	February 27	March 10
DDE/Limited License Prep	March 27	April 7

1995 Refrigeration Technician Course

Location	Date of Enrollment	Date of Completion
Jacksonville, Fla.	January 9	January 13
Wilmington, Calif.	February 13	February 17
Brooklyn, N.Y.	March 13	March 17

For 1994 courses, see page 9 in this edition of the LOG.

1994 Adult Education Schedule

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

Course	Date of Enrollment	Date of Completion
GED Preparation	12 weeks - open-ended admission	
Adult Basic Education (ABE)	6 weeks - open ended admission	
English as a Second Language (ESL)	6 weeks - open ended admission	

General Education College Courses

Session I	January 30	March 24
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Primary language spoken _____

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

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

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

RETURN COMPLETED APPLICATION TO: Lundeberg Upgrading Center, P.O. Box 75, Piney Point, MD 20674.



Education Is for Everyone
 Start 1995 off on the right foot. Attend upgrading classes at the Lundeberg School. See page 23 for some new courses starting at the school in January. Also, see page 21 for information on the scholarship program for SIU members and their dependents.

Seafarers' Generosity Aids Hospitalized Kids Nuevo San Juan Crew Donates Funds, Toys to Intensive Care Unit

The children's intensive care unit at the Hospital Pediátrico Central in San Juan, Puerto Rico is the fortunate recipient of many acts of kindness performed by SIU crewmembers aboard the *Nuevo San Juan* of the Navieras de Puerto Rico fleet, whose vessels are operated and managed by Puerto Rico Marine Inc. (PRMMI).

Ten respiratory units have been donated to the hospital by the crewmembers during the last several months, not to mention toys for the children who are staying at the hospital and materials to decorate the social services salon. In fact, in appreciation for the generosity shown by the ship's crew, the hospital's board of directors named their social services salon the "Salón Nuevo San Juan."

The campaign started last Christmas and has expanded from the *Nuevo San Juan* to crews on other Navieras vessels and to the shoregangs in Elizabeth and San Juan.

Navieras for many years has held an annual fund-raising drive to collect money for toys for children in the hospital, but Capt. E. Powell of the *Nuevo San Juan*—realizing that children are in the hospital every



Beneath a bulletin board showing photos of the hospital and some of the children they have helped are (from left) Bosun William Card, OMU Eddie Jansen, AB Don Martin, Engine Utility James Parrish and Steward Assistant Angel O'Neill.

day of the year—initiated the year-round program. Crewmembers joined Powell's effort, each pitching in a portion of his salary (usually one hour of premium overtime per pay period) to purchase toys, cloth-

ing, medical equipment and other provisions.

Bosun **William Card** was enthusiastic about the program. "It's worked out really well," he told a reporter from the *Seafarers LOG*. "And we know that the donations we make actually get to the hospital." The 45-year-old bosun was among a group of crewmembers who personally presented three of the respiratory units to the medical center.

AB **Jose Tobio** echoed Powell's feelings, noting that "kids need many, many things, so we help whenever we can. Other ships also do their best." He said that the donations help the families of hospitalized children as well. "I think the best thing you can do is help children," Tobio stated. "Their families cannot afford [the medical care], and many of the places are overcrowded."

The ship's crew has tried raising money by purchasing lottery tickets, but as yet, the big win remains elusive. They also set up a fund to be used for making t-shirts and hats which are sold to the public as well as given to the hospitalized children. AB **Victor Beata**, who recently got off the containership in Elizabeth, was one of the forces behind that activity.

The fund-raising idea spread, and the shoregangs (after receiving permission from Navieras) have worked with local scrappers to generate money from the sale of various scrap metals which are saved by

the crews and taken off the ships on arrival in San Juan and Elizabeth. The materials include aluminum cans, wasted ladder rungs and pieces of mooring wire.

According to Santiago Carrero, terminal manager at Navieras and one of the company employees responsible for initiating the donation program, all of the medical equipment purchased is picked up and transported to San Juan aboard a Navieras ship and delivered personally by crewmembers to the intensive care unit at the hospital. "Every penny donated gives a hurting child a better

chance at life," he stated in an appreciative letter to the *LOG*.

At the present time, the fund-raising campaign has been concentrated in a very narrow area—the pediatric section of the intensive care unit. "To date we've made some very positive impact," Carrero said. "If we can help just one little child, then all of our effort will have been worth it."

It is hoped the campaign will grow and continue to spread to all ships operated by Navieras. Anyone interested in helping expand the scope of this vital campaign—which has come to be known as "Amigos de los Niños"—may contact Santiago Carrero at Navieras de Puerto Rico, G.P.O. 71306, San Juan, PR 00936-1306 or call him at (809) 781-2858.



AB Victor Beata helped the campaign by making t-shirts and hats.



Helping children and their families is important for AB Jose Tobio.



Steward/Baker Hazel Johnson joins in the fund-raising effort.



Chief Cook Lonnie Bettis (left) and Electrician Charlie Gallagher do their share to help the children in the intensive care unit.

Help Locate This Missing Person

The National Center for Missing and Exploited Children has asked the Seafarers International Union to assist them in locating **Kerry Lynelle Johnson**.

She was last seen in Salem, Ore. on September

14, 1982, hitchhiking to her cousin's house. She has not been seen or heard from since and is considered endangered and missing. The photo below has been age-enhanced to show how the 29-year-old woman might appear today.

At the time of her disappearance, the brown-haired, blue-eyed Kerry Johnson was 5 ft. 8 in. tall and weighed 160 pounds.

Anyone having information on the whereabouts of Kerry Lynelle Johnson should contact the National Center for Missing and Exploited Children at (800) 843-5678 or the Missing Persons Unit of the Salem (Ore.) Police Department at (503) 588-6123.



Kerry Lynelle Johnson as she is believed to look at age 29.