

## Seven Students Awarded Seafarers Scholarships

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OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO

# SEAFARERS LOG

Volume 57, Number 6

June 1995

# Bill to Export AK Oil On U.S.-Flag Vessels Clears Senate 74-25

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## Remembering Those Who Went Before



Ceremonies held around the country last month remembered merchant mariners who gave their lives for America. Many of the ceremonies, like the one held in Washington, D.C. (shown at left), paid special tribute to those who delivered the goods to secure the Allied victory in World War II, 50 years ago. Paying their respects during the playing of Taps are, from the left, Admiral Joseph W. Prueher, vice chief of Naval Operations; Vice Admiral Philip M. Quast, head of the Military Sealift Command; Seafarer Darrell Baker; and Yeoman Second Class Kim Tatar. Page 6

## SIU-Crewed Faust Delivers Combines to Russian Farmers

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## President's Report

### Maritime Requires More Than Soundbites

How do you describe the merchant marine in a 30-second soundbite? We're not glib. We're not fancy. We're not suave. What makes up the merchant marine is hard-working



Michael Sacco

Americans—men and women who do whatever it takes to get the job done. It does not matter if the job takes mariners across the equator in the heat of summer, the North Atlantic in January or the Mississippi at flood stage. Seafarers are known for getting the job done, doing it safely and doing it right.

However, how long does it take to attack the merchant marine? A 30-second soundbite will do. At least, that is what one nationally televised news show tried to do May 26 when it labelled the U.S. merchant marine as part of "The Fleecing of America."

For those who do not know what is meant by a 30-second soundbite, this is a television term to describe a news event in one or two sentences that can be used on the air rather than taking the time to completely explain a complicated situation or problem. Television news is built on soundbites. Interviews that may last up to an hour can be broken down into a 30-second statement that best fits the need of the reporter or story.

The traditional opponents of the U.S.-flag merchant fleet were able to get their views across to the national viewing public on May 26, thanks to a report on the NBC Nightly News. Among those giving soundbites was a former Federal Maritime Commission member who fought U.S.-flag interests while on the panel, then left and took a job with a U.S.-based shipping company that operates ships under runaway flags. Also appearing on the segment was a front group for major international agribusinesses who would rather see American cargo carried on their own vessels than employ U.S.-flag ships. But these points were not mentioned during the report.

The critics of the merchant fleet used the same tired arguments that American crews are overpaid when compared to foreign crews and that U.S.-flag ships cost too much. But the report did not challenge these accusations.

The story made no effort to show that American merchant mariners are the best-trained, safest seafarers on the world's waterways. The story made no effort to say mariners, like other American workers, are trying to make a decent living wage under, in many circumstances, tough conditions. The story made no effort to point out that U.S.-flag ships have to meet strict U.S. Coast Guard safety and regulatory codes that keep them the finest and safest on the seas.

Two months ago, the *Seafarers LOG* showed why runaway flag ships can charge so much less to carry grain than U.S.-flag vessels. Thanks to photographs from our affiliate union, the SIU of Canada, horrible living, working and eating conditions were disclosed aboard the *Aghia Markella*, which has Greek ownership while sailing under the flag of Cyprus. You get what you pay for.

The television story challenged the notion that America needs a merchant marine for national security.

Yet, when international situations develop, to whom does the world turn in order for ammunition, stores and other materiel to be delivered?

We know the answer to that question because we were there delivering the goods in Saudi Arabia, in Somalia and in Haiti. And that's just in this decade.

When American goods are sent overseas, why shouldn't they be delivered by U.S.-flag ships with American seafarers aboard! Nations like South Korea, Taiwan, Italy, France and Australia enforce cargo preference laws, which call for certain percentages of government-impelled goods to be carried aboard ships flying that nation's flag. Why should America give up its right to do the same?

After all, the U.S. is giving government-owned grain to a needy foreign country. Doesn't it make sense that it be transported on American-flag ships that contribute to America's economy, rather than aboard foreign-flag vessels which contribute nothing.

Soundbites do have their place in the television industry. However, the need to understand the maritime industry takes more than 30 seconds.

### Congratulations to Scholarship Winners

Congratulations to the seven men and women whose names have been added to the rolls of those who have furthered their educations by receiving a Seafarers Welfare Plan scholarship.

Since the first scholarships were awarded in 1953, the SIU has shown its commitment to education. Our program was the first of its kind in maritime labor. More than 240 Seafarers or their family members have been aided by the cash grants.

For those thinking of continuing their education next year, it is not too early to begin planning for the 1996 scholarships. With the rising tuition costs at colleges and universities, working families need all the help they can get to cover expenses.

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## Gov't Should Pay Fair Price For Right to Use U.S. Ships, Says '95 Hall Lecturer Barer

As long as Congress mandates the need for an American sealift capability, the U.S. government must provide funding for an American-flag shipping ability, Stanley Barer, cochairman of Totem Resources Corporation, said in the 1995 Paul Hall Memorial Lecture on May 17 in Washington, D.C.

In making his presentation, Barer relied on his extensive knowledge of congressional operations and the U.S. shipping industry. During the 1960s, he held several positions with the U.S. Senate Committee on Commerce, including maritime counsel and transportation counsel.

From 1969 to 1974, Barer served as the administrative assistant to Senator Warren Magnuson (D-Wash.), chairman of the Senate Commerce, Science and Transportation Committee, which had oversight for the merchant marine.

Today, Barer also holds the position of chief executive officer at Totem, the holding company for two SIU-contracted companies—Totem Ocean Trailer Express (TOTE) and Interocean Management Corporation. (TOTE operates a fleet of roll-on/roll-off vessels between Seattle and Alaska. Interocean Management provides management services for a variety of vessels.)

### Worked with Hall

Barer was asked to deliver the lecture because of his maritime background and his work on various pieces of legislation with the late SIU President Paul Hall, according to Herbert Brand, who chairs the Paul Hall Memorial Committee.

In introducing the guest lecturer to the more than 120 representatives from the shipping industry, educational community, maritime labor and government in attendance, Brand recalled the good working relationship between Barer and Hall that helped enact bills like the Merchant Marine Act of 1970 into law.

At the start of his address, entitled "There Is No Free Lunch," Barer said he was proud to be a part of the memory and legacy of Hall, who served as the SIU's chief official from the late 1940s until his death in 1980.

"I spent over a decade working in the U.S. Senate," Barer noted. "Through that period of time, I saw, met and worked with extraordinary people. But no one made a greater impact on me than Paul Hall."

At the start of the program, Dr. Robert Friedheim, director of the School of International Relations at the University of Southern California (USC), noted the lecture is a program of the Paul Hall Memorial Endowment at USC. Funding for the endowment began shortly after Hall's death. The annual lecture series, which started in 1987, allows representatives of the maritime industry a public forum to present their views.

Barer discussed what has happened in the maritime industry and Congress in the past year. He noted how the House of Representatives passed maritime revitalization legislation, only to see a parliamentary move in the Senate keep that body from dealing with it.

He next outlined the changes that have taken place on Capitol Hill since last November's elections when Republicans became the majority in both the House and Senate for the first time since the 1953-54 session of Congress. The new leadership in Washington has brought new ideas for running the government, he said.

### Congressional Action Needed

Barer called for Congress to pass the maritime revitalization legislation currently before it. He noted the 10-year, \$1 billion program that would provide funds for approximately 50 containerships would cost the government one-tenth of the expenditures planned by the Department of Defense (DOD) to increase its sealift capacity

*The complete text of Stanley Barer's address is on pages 12-13.*

during the same period.

"If DOD wants the continuing right to use a U.S.-flag vessel, it should pay for that right under long-term contracts, just as would any other shipper under a multi-year service contract," Barer said.

"Would the payment by the government of \$100 million a year for 50 U.S.-flag vessels be a subsidy to the operators? Of course not. It is undisputed that the cost to the operator for choosing the U.S. flag is a conservative \$3 million a year per vessel. That is \$150 million annually in costs for the 50 ships.

"And that is before you consider the market risks of losing substantial commercial operations if the ships are taken for some period of time, that your vessels and crews may be blown up in a war zone."

Barer went on to say, "If our national security requires the option of planning and implement-



The Congress must provide the funds needed to maintain a U.S.-flag shipping capability, notes Paul Hall lecturer Stanley Barer.

ing military scenarios that require secure, long-term supply efforts, even efforts enjoying the support of most nations, such as the one in Desert Storm, or more controversial ones, such as we experienced in Vietnam, then the government must be willing to pay for the American labor pool it mandates as essential to our national security, and to pay for the right to use and have available U.S.-flag vessels in the event of an emergency."

### Keep Jones Act

Barer also touched on the need for retaining the Jones Act, a 1920 law which requires goods moved between two domestic ports to be carried aboard U.S.-crewed, U.S.-owned and U.S.-flagged vessels. The lecturer pointed out his company is very active in Jones Act-covered cargo by carrying goods between the lower 48 states and Alaska.

To answer the argument that the Jones Act protects U.S. shipping interests, he pointed out that foreign trucking, rail and airlines also cannot carry U.S. domestic passengers and cargo.

"The bottom line is that domestic transportation involves jobs inside America, and those jobs should be performed by Americans. That is what the Jones Act provides. And that is what our national labor and immigration laws require for every industry in America."



Paul Hall Memorial lecturer Stanley Barer tells the packed audience of representatives from the shipping industry, maritime labor, government and educational community that Congress must pass legislation designed to keep U.S.-flag merchant ships on the high seas.

# Senate Passes Bill to Export Alaskan Oil on U.S. Tankers

## House Debate Expected as Committee Clears Measure

Efforts to lift a 22-year ban on the exporting of Alaskan North Slope crude oil as long as it is carried aboard U.S.-flag tankers reached a milestone last month when the Senate approved such legislation in a strong bipartisan show of support.

Meanwhile, similar legislation was marked up by a committee in the House of Representatives and made ready for consideration by the full House, which could take place as early as this month.

The Senate voted 74-25 in favor of the Alaska Power Administration Sale Act (S. 395) on May 16, following two days of debate in the chamber. Elected officials from both parties spoke in favor of the bill and the jobs it would provide for mariners aboard the U.S.-flag independent tanker fleet.

Senator Frank Murkowski (R-Alaska), who introduced S. 395,

told his colleagues during the debate that the bill "would require, and I emphasize require, the use of U.S.-flag vessels to carry the available oil that would be exported."

### Jobs for Mariners

The SIU changed its longstanding position against exporting Alaskan North Slope crude last year when legislation was offered calling for the oil to be transported on U.S.-flag tankers. When he testified during a hearing on S. 395 before the Senate Energy and Natural Resources Committee in March, SIU President Michael Sacco stated such a provision would keep the U.S.-flag independent tanker fleet viable into the next century and provide jobs for American mariners.

Senator Ted Stevens (R-Alaska) brought this point to the atten-

tion of the Senate.

"I hope people from throughout the country will understand that approving [S. 395] will mean that Congress has taken action to preserve the independent tanker fleet and to maintain the thousands of skilled maritime industry jobs that will be required as we go into this new phase of distribution of Alaskan oil, and it will be done at no cost to the taxpayers," Stevens noted.

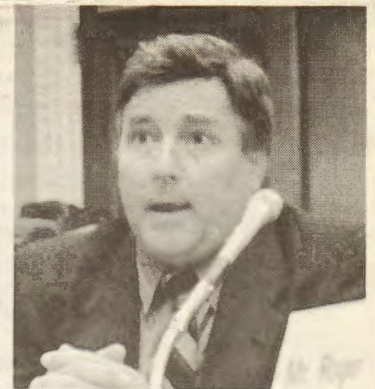
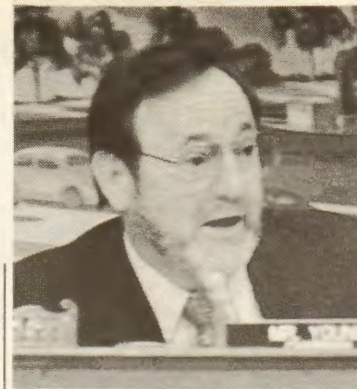
### Bipartisan Backing

Prior to the vote, others took to the floor in support of the bill and its efforts to help the U.S. merchant fleet.

"This bill ensures that the U.S. merchant marine will maintain its traditional role of transporting Alaskan crude oil," stated Senator Rod Grams (R-Minn.). "This provision protects existing U.S. jobs by requiring that exported Alaskan crude oil be carried on American-crewed, American-flag tankers."

From the Democratic side, Senator Dianne Feinstein of California said she supported S. 395 because Alaskan North Slope "crude exported abroad must be carried in American-flagged and American-crewed ships. Otherwise, crude oil that now comes to American refineries in American ships would instead be going to overseas refineries in foreign ships."

Senator John Breaux (D-La.) added that the bill "will help ensure that we will continue to have



Above left, House Resources Committee Chairman Don Young (R-Alaska) expresses his support for the SIU-backed H.R. 70, which would permit Alaskan oil to be exported on U.S.-flag vessels. At right, SIU Legislative Director Terry Turner tells the House Resources Committee that lifting the export ban would keep the U.S.-flag tanker fleet sailing into the next century.

a reservoir of capably trained mariners sufficient to man our reserve fleet in time of national emergency."

### House Action Begins

The day after the Senate completed its work on the legislation, the House Resources Committee marked up its version, H.R. 70. The action was taken by voice vote with support from both Republican and Democratic legislators. (When a committee marks up legislation, the elected officials prepare the bill for the next step in the process.)

Should the House H.R. 70, a conference committee composed of members of the House and Senate would meet to iron out differences between the two versions of the legislation. Both chambers would vote on the compromise legislation. If passed by both the House and Senate, the bill would go to President Clinton. The Energy Department has stated the administration's support for the legislation provided it includes the use of U.S.-flag tankers to carry the exported oil.

That view was confirmed when the House Resources Committee heard testimony about H.R. 70, which was introduced by Representative William Thomas (R-Calif.), on May 9.

During the hearing, Energy Deputy Secretary William H. White told the committee's chairman, Representative Don Young (R-Alaska), that the Clinton administration is in favor of the bill as it is written. White restated the White House view that H.R. 70 does not violate recently signed international trade agreements like the Organization and Development and the General Agreement on Tariffs and Trade.

Speaking at the same hearing in behalf of the SIU, Terry Turner, who heads the union's legislative department, noted mariners and U.S.-flag tankers "will have employment opportunities not available today."

The ban on exporting Alaskan North Slope crude oil was passed by Congress in 1973 as a response to the Arab oil embargo that year.

# MSC Awards Sealift Pact to SIU Contractor



The USNS Capella is one of eight fast sealift ships that Bay Ship Management will continue to operate for the Military Sealift Command.

Seafarers will continue sailing aboard eight fast sealift ships, following the award of a contract by the U.S. Navy's Military Sealift Command (MSC) to Bay Ship Management, Inc. for the operation and maintenance of the vessels. The contract covers a minimum of three years and includes two one-year options for extension.

The vessels covered under the new contract—all of which Bay Ship Management has operated for MSC since 1991—are the USNS Algol, USNS Altair, USNS Antares, USNS Bellatrix, USNS Capella, USNS Denebola, USNS Pollux and USNS Regulus.

SIU Vice President Contracts Augie Tellez noted that there was "stiff competition" from non-union operators to get the bid from MSC. But the outcome "was, I believe, a reaffirmation of the excellent job done by Bay and the SIU," he said. "In particular, the company and the union did an outstanding job during Operation Desert Shield and Operation Desert Storm."

The SIU-crewed vessels were able to load materiel in the United States and deliver it to troops in Saudi Arabia during the first weeks of the Persian Gulf buildup in 1990. They maintained a steady schedule of delivering supplies throughout the conflict.

Fast sealift ships, also known as SL-7s, began their seagoing

lives as U.S.-flag containerships. They were purchased by the U.S. government in the early 1980s and converted for military use. Now used for rapid deployment of U.S. military equipment to war and crisis zones around the world, they have cruising speeds of more than 30 knots.

The vessels' roll-on/roll-off capability and large size make them especially well-suited for transporting tanks, helicopters and other military vehicles and supplies. They were part of a fleet of more than 200 U.S.-flag ships directed by MSC that carried 15 million tons of cargo to and from the Middle East during the Persian Gulf War—marking the largest American sealift operation since World War II.

Shortly after the fighting in the Gulf ceased in 1991, a number of U.S. officials praised the performance of the American merchant marine and, in particular, noted the important role of the fast sealift ships.

Vice Admiral Francis Donovan, former commander of MSC during the Persian Gulf War, described the fast sealift ships as "invaluable" during the war and noted that they were among the first vessels to arrive in the Persian Gulf.

More recently, fast sealift ships transported equipment and supplies during relief efforts in Somalia.

# 7 Scholarship Winners Announced

## Grants Go to 3 Union Members and 4 Dependents

A panel of educators met last month to select the recipients of the SIU scholarship awards for 1995. Three SIU members and four dependent children of Seafarers were chosen.

Since the inception of the scholarship program in 1952, 242 students have secured college education through this benefit provided by the Seafarers Welfare Plan.

AB Todd D. Hileman of Anna, Ill. was awarded a \$15,000 scholarship to be used toward a four-year degree. The 30-year-old deep sea member, who most recently sailed aboard the LNG Gemini, hopes to enroll at Southern Illinois University to pursue either a career in teaching or surveying.

Two scholarships in the amount of \$6,000 each were given to deep sea members Patrick J. Rawley of Lusby, Md. and Bryan K. Smith of Twin Falls, Idaho. Rawley, 30, who last sailed as an AB, hopes to use his monetary award to assist in addiction rehabilitation. Chief Cook Smith, 37, plans to utilize his stipend to upgrade his cooking skills by attending one of the country's fine culinary institutes in Vermont, New York or California.

This year, the dependents of Seafarers receiving the \$15,000, four-year scholarships were Ann L. Bilderback, stepdaughter of deep sea member Christian

Christensen; Christine M. Kingsley, daughter of deep sea member Jack D. Kingsley; Aric D. Knuth, son of deep sea member David L. Knuth; and Mary Anne Morrison, daughter of inland member Holmes S. Morrison.

For biographical sketches of each scholarship winner, see page 9.

As in the past, this year's panel of professional educators was appointed by the Board of Trustees of the Seafarers Welfare Plan to judge all the scholarship applications on the basis of scholastic ability, character, high school grades, college board exams or American College Test scores, letters of

recommendation and participation in extracurricular activities.

The panel was comprised of the following scholars and academicians: Father David Albert Boileau, Loyola University; Dr. Trevor Carpenter, Charles County (Md.) Community College; Dr. Michael Glaser, St. Mary's College of Maryland; and Dr. Keith Schlender, the Medical College of Ohio.

Also on the scholarship selection committee were Dr. Charles Lyons Jr. of the American Association of Colleges and Universities; Dr. Charles D. O'Connell Jr. of the University of Chicago; Dr. Gayle A. Olson of the University of New Orleans; and Dr. Henry Toutain of Gustavus Adolphus College in Minnesota.



All application packages were carefully reviewed and evaluated by a panel of educators, appointed by the Board of Trustees of the Seafarers Welfare Plan.

# U.S. Ship Bill Clears House Defense Committee

The House National Security Committee has sent to the full House of Representatives legislation that would provide funding for approximately 50 U.S.-flag container ships over the next 10 years.

The committee marked up the Maritime Security Act (H.R. 1350), which has the support of the SIU, on May 24, one week after its backing was recommended by the House Merchant

Marine Panel, which comes under the jurisdiction of the National Security Committee. (The process of marking up a bill in Congress prepares it for the next level of consideration, in this case, the full House.)

Before the committee met, the heads of five major maritime unions, including the SIU, announced their support for H.R. 1350.

"The bipartisan action taken

by the panel signifies a clear recognition that the strength of the United States-flag merchant marine impacts directly on America's economic and military security. It further reflects a total commitment to ensure that American servicemen stationed abroad to protect United States interests will not be dependent on foreign-flag vessels and their multinational crews for vital equipment and supplies our armed forces need to do their job," said the statement.

Joining SIU President Michael Sacco in signing the communication were Joel Bem, Marine Engineers' Beneficial Association president; Timothy Brown, Masters, Mates and Pilots president; Michael McKay, American Maritime Officers president; and Lou Parise, District No. 4-NMU/MEBA president.

## Bipartisan Support

A number of congressmen talked about the importance of the U.S. merchant fleet when the National Security Committee held the mark-up hearing on May 24.

Representative Herbert H. Bateman (R-Va.) told his fellow legislators that "something has to be done this year."

Bateman, who chairs the Merchant Marine Panel, was referring to the fact that Congress has considered, but not passed, similar legislation since 1992. During the last session of Congress, the House of Representatives overwhelmingly approved a maritime revitalization proposal. However, farm-state senators used a par-

liamentary tactic to keep the Senate from considering it, which kept Congress from passing the bill.

The Virginia legislator added that he wished the legislation before Congress could do more for the maritime industry.

Representative Neil Abercrombie (D-Hawaii) noted the merchant marine is just as vital to the nation's economic security as it is to its military security. He asked how the nation could deal with international trade without a U.S.-flag fleet.

H.R. 1350 calls for the Department of Transportation to provide \$1 billion over a 10-year period to help fund approximately 50 U.S.-flag container ships. Those companies whose vessels receive the funding would make their ships available to the Department of Defense in times of the national emergency or war.

## Funding Differences

Funding for H.R. 1350 differs from bills previously considered by Congress. In the legislation offered during the last session, the money would have been raised by increasing the fees paid by ships entering U.S. harbors. The present measure appropriates the funds directly from the Transportation Department budget.

Senator Ted Stevens (R-Alaska) noted during a speech to the Washington, D.C. Propeller Club on May 24 that the difference in funding would help gain more support for the bill when it is considered by the Senate.

Stevens noted that Senator Trent Lott (R-Miss.), as chairman



Sen. Ted Stevens (R-Alaska) calls on Congress to quickly enact maritime revitalization legislation during a meeting of the Washington, D.C. Propeller Club on May 24.

of the Senate Surface Transportation and Merchant Marine Subcommittee, would be holding hearings soon on maritime revitalization legislation.

"I believe that we are committed to working with Sen. Lott on the legislation and I share his belief that we must act on this merchant marine legislation now," Stevens told the gathering composed of representatives from the shipping industry, maritime labor and government.

President Clinton, in his annual National Maritime Day proclamation, called on "Americans to join efforts in support of maritime revitalization legislation."

News reports note that the House could consider H.R. 1350 as early as this month.

## Court Merges Lawsuits To Block APL Flag-Out

Lawsuits filed earlier this year by the Seafarers International Union Pacific District and by two maritime officers unions and individual shipboard officers in an attempt to stop American President Lines (APL) from flagging-out six new ships have been consolidated in the U.S. District Court for the District of Columbia. The grouping of the suits was requested by the defendant in the case, the Maritime Administration (MarAd), and was agreed to by the SIU and the other plaintiffs.

The SIU last month also filed motions for summary judgement (meaning a ruling without a trial) and for expedited consideration of this case. The request for expedited consideration was made because the six new vessels are in the process of leaving the shipyards and entering the market, while the motion for summary judgement was filed because this case involves only questions of law and no real factual disputes.

The three unions that make up the SIU's Pacific District—the Sailors' Union of the Pacific; Marine Firemen's Union and SIU Atlantic, Gulf, Lakes and Inland Waters District—along with the International Organization of Masters, Mates & Pilots (MM&P), District No. 1-Marine Engineers' Beneficial Association (MEBA) and individual licensed mariners have asked a federal district court to overturn a decision by MarAd that allows APL to operate six C-11 container ships under foreign flags, in competition with the company's U.S.-flag ships. Last November, MarAd granted APL a waiver from Section 804(a) of the Merchant Marine Act of 1936—the law that forbids a shipping company receiving federal subsidies from owning or operating a foreign-flag ship in competition with U.S.-flag operators in key trade routes.

The maritime unions have charged that the waiver granted by MarAd violates the Merchant Marine Act. Their suit notes that when the new C-11s begin operating (the first two were christened in late April, and the other four are due out by the end of this year or in early 1996), they directly will compete with both subsidized and unsubsidized U.S.-flag carriers.

Moreover, the waiver will result in the elimination of American seafaring jobs, since APL's C-8 class vessels and one Pacesetter class ship will be replaced by the foreign-flag C-11s.

The lawsuit further states that APL's application was not con-

sidered by the Maritime Subsidy Board at MarAd, a process required by law; and that the flag-out will mark the first time a subsidized U.S. shipping company has been permitted to operate a fleet containing subsidized U.S.-flag ships and foreign-flag vessels on the same trade route.

APL receives operating differential subsidy (ODS) from the government for its 19 U.S.-flag container ships. These funds (which expire in 1997) allow APL vessels to compete with foreign-flag ships crewed by foreign mariners who in many cases are paid U.S. poverty-level wages. In addition, the foreign-flag ships are not required to meet American government-mandated safety, construction, tax and environmental standards. (Also, foreign-flag liner companies generally are subsidized by their respective governments or are government-controlled.)

The unions' lawsuit notes that, rather than granting APL a waiver to operate new vessels under foreign registry, MarAd could have included the six ships under APL's existing ODS contract while canceling the subsidies of some of the company's older vessels.

Additionally, the unions strongly contend that another aspect of MarAd's rationale for allowing the exemption is particularly flawed. MarAd reasoned that unless the waiver was granted, "the new vessels would likely be sold to a foreign owner upon delivery... with the result that the United States would have no ready access to the vessels in time of national emergency."

The original lawsuit by the SIU counters that "it should be self-evident that the way to ensure the availability of vessels in national emergencies is for those vessels to be U.S.-flag vessels managed by U.S. crews, not foreign-flag vessels manned by foreign crews, particularly when the governments of those foreign-flag vessels may prohibit their use in an actual national emergency, and foreign crews have no allegiance to the United States that would suggest their willingness to put themselves in harm's way in defense of, to them, a foreign country."

For instance, since APL has contracted with a Cypriot ship management group to operate and crew the new C-11s, APL will not have direct control of those ships in the event of a U.S. military conflict, the lawsuit notes. Nor may there be available a pool of mariners responsible to the company and the U.S. to operate the ships in dangerous zones.

## Flooding Stops Tug/Barge Activities Along Mississippi and Its Feeders

Rising waters on the Mississippi River and several of its tributaries have caused SIU-crewed tugs and barges to delay their schedules for the second time in three years.

Late last month, the U.S. Coast Guard halted all barge traffic along the upper Mississippi, Missouri and Illinois rivers because of high waters. At the same time, the U.S. Army Corps of Engineers closed all of its locks along the Illinois and Missouri rivers due to flooding. The combined actions have forced Seafarers aboard Orgulf tugboats to tie up in safe areas until the rivers reopen.

Seafarers navigating the inland waterways suffered a similar fate in 1993 when flooding of historic proportions closed the Mississippi for more than a month. However, weather reports do not predict the flooding to be as great this year.

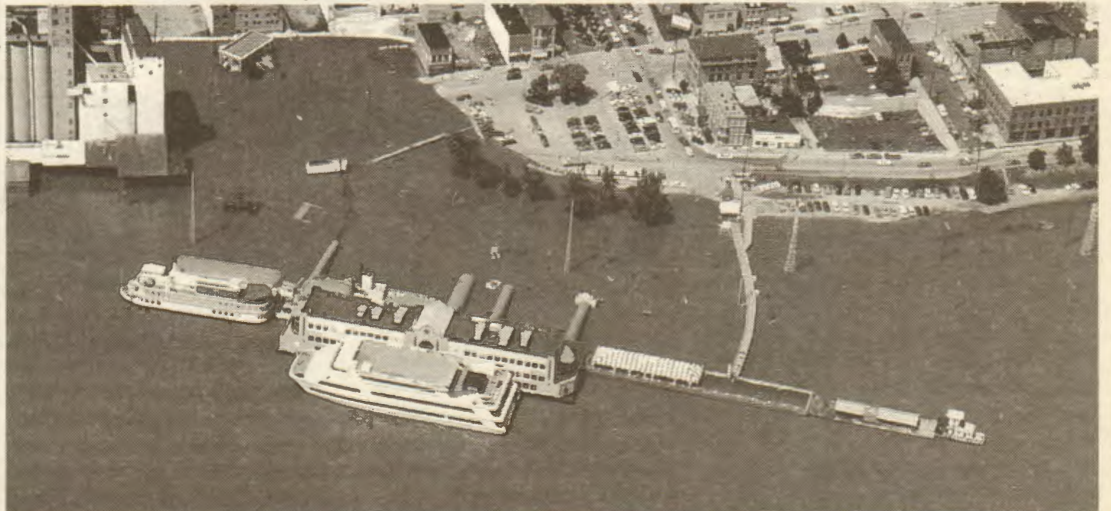
Unlike 1993, when constant heavy rains fell at sources of the rivers which caused the severe flooding, the rains of this spring have been localized to the Iowa, Illinois and Missouri regions. Also, the rains have not been as steady.

"We had to do what was best for our crews and our boats," Orgulf President Fred Raskin told the *Seafarers LOG*. "The flooding is tough on the crews who want to get going, but cannot."

The flooding has reached Moore's Landing, Mo., where Orgulf crews shift tows of barges from the smaller tugs that sail the upper Mississippi to larger tugs that navigate the wider and deeper lower Mississippi. The Cincinnati-based company has had to temporarily halt operations there until the water recedes.

Meanwhile, the SIU-crewed *Alton Belle Riverboat Casino* has not had to alter its six-mile cruises along the Mississippi from Alton, Ill.

However, rising waters from the river have flooded the shoreline where the *Alton Belle* docks. Pedestrian and parking areas are underwater, so a temporary bridge, like the one used in 1993, has been built to keep passengers and crew dry while boarding and leaving the riverboat.



Flooding has affected the area along the Mississippi River where the Illinois and Missouri rivers converge. Although the current high waters are not as severe as in 1993 (shown above) when the SIU-crewed *Alton Belle Riverboat Casino* was forced to stay docked, tug and barge traffic has been delayed.

# Faust Combines Hard-Working Crew and Deck Capacity to Deliver Tractors to Russia

For the Seafarers aboard the car carrier *Faust*, the shipment of new combines waiting to be loaded on the dock in Baltimore last month was more than cargo. The shiny red tractors represented American goods that would be delivered by an American crew on a U.S.-flag vessel to the farmers of Russia.

"It is good for us to be doing this," noted Bosun **Hollis Goughenour**, who sails from the port of New Orleans, as he supervised deck department members during the loading procedure. "It is helping someone else and that helps us in the United States."

The load of combines and their destination were a first for the International Marine Carriers-operated vessel. The cargo would send the vessel to Helsinki, Finland, where the tractors would be off-loaded for transport into Russia in time for the harvest season.

(Sale of the combines to Russia was arranged by the Export-Import Bank, an independent agency with the U.S. government. Under the terms of the bank, cargoes must be carried aboard U.S.-flag vessels unless a waiver is obtained through the Maritime Administration to transport the goods aboard a vessel flying the flag of the nation receiving the payload.)

Besides Bosun Goughenour, other crewmembers relayed their feelings about carrying the combines to Russia.

"This is a good thing," stated Chief Cook **Robert Blankenship**. "The Russian economy is in dire straits, and this helps them. I've been over there before and they are pretty good people."

"It helps our economy as well," added the steward department member who sails from the port of Algonac, Mich.

"I enjoy helping anybody out," Chief Steward **Todd Totzke**, also from Algonac, said. "I especially like it when it's American mariners helping out other people."

Also on hand to witness the loading was Bosun **R.J. LeRoy**, who recently signed off the *Faust* and was visiting the ship while it was docked in his hometown of Baltimore.

"This type of job offers employment and keeps the cargo under the American flag," LeRoy pointed out.

Bosuns Goughenour and LeRoy praised the crew aboard the *Faust* as hard-working.

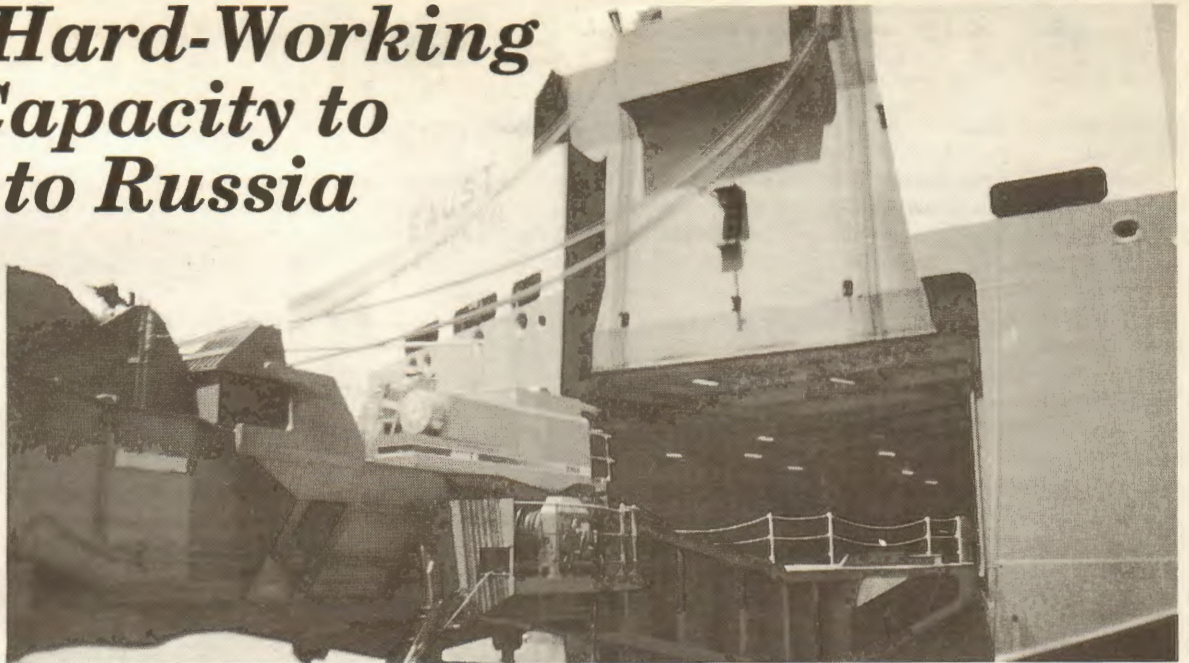
"This is a really fine crew," Goughenour said as LeRoy nodded. "They work hard and make sure to get the job done right."

The *Faust* usually runs from ports along the Atlantic coast of the U.S. to Southampton, England; Le Havre, France; Antwerp, Belgium and Bremerhaven, Germany.

On its 13 cargo decks, the roll-on/roll-off vessel can carry automobiles, trucks, tractors and heavy construction equipment. The ship has transported sailing boats and yachts that range in size from 8 to 85 feet.

It also carries tanks and other vehicles for the Military Sealift Command and the Military Traffic Management Command.

Reflecting on the wide variety of cargo aboard the *Faust*, AB **Thomas Ruff** noted, "This is the most interesting of all the ships I have sailed on because of the cargo we carry."



An American-made combine rolls onto the Seafarers-crewed *Faust* for shipment to farmers in Russia.



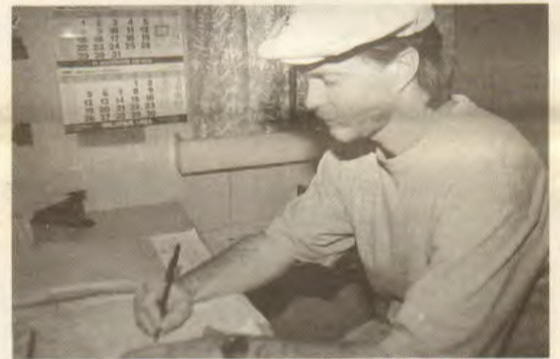
Making sure the stores are in order before sailing to Europe is Chief Cook Robert Blankenship.



AB Brian Smith reports for work on the *Faust*.



AB Mike Jarrell clears a cargo deck to make room for the combines to come aboard.



Catching up on paperwork on the *Faust* is Chief Steward Todd Totzke.



Bosun R.J. Leroy said it was great for Seafarers "to deliver the tractors to Russia."



Bosun Hollis Goughenour (right) shares a card from home with AB Elden Eubanks.



Steward Assistant William Brown offers a plate of rice and beans to a hungry crewmember.



Working on a pump in the *Faust's* engine room are QMEDs Danny Vazquez (left) and Kevin Martin.

Participate in your  
**Union Meetings**

# Nation Remembers Bravery of Merchant Marine Veterans

"Our ships, sailing every ocean, have been manned by courageous officers and seamen, all of whom have left the security of their firesides and many of whom have given their lives for the land of their allegiance..."

Those were the words of President Franklin D. Roosevelt in his Maritime Day proclamation of May 22, 1945, and those sentiments continued to be expressed 50 years later in ceremonies across the United States, saluting the civilian mariners who so ably served their country during times of war and times of peace.

Opening the Maritime Administration's (MarAd) Maritime Day ceremony on the steps of the U.S. Capitol, Maritime Administrator Albert Herberger recalled the words of General Dwight D. Eisenhower on Maritime Day in 1945: "The officers and men of the merchant marine, by their devotion to duty in the face of enemy action, as well as natural dangers of the sea, have brought us the tools to finish the job. Their contribution to final victory will be long remembered."

## President Clinton's Maritime Day Proclamation

*The United States owes much to our merchant sailors. At our nation's beginning, these outstanding citizens opened new avenues of commerce and helped nurture a fledgling democracy into a beacon of freedom for people around the world. Since President Franklin D. Roosevelt first proclaimed National Maritime Day 63 years ago, the U.S. merchant marine has built on its legacy of patriotism. Its great tradition of courage and valor is an inspiration to all Americans.*

*This year, as we honor those who served and sacrificed for our nation during World War II, the contributions of the U.S. merchant marine are a special source of pride. We will always remember the heroism of those mariners and the dangers they faced to protect our liberty.*

*America's merchant marine and civilian seafarers have put themselves at risk time and again to support our Armed Forces. They provided pivotal service during Operation Desert Storm, during America's humanitarian mission in Somalia, and throughout Operation Restore Democracy in Haiti.*

*Today, our country remains determined to maintain a strong U.S.-flag presence on the high seas, a commitment central to advancing our nation's national and economic security. I urge Americans to join efforts in support of maritime revitalization legislation and our ongoing shipbuilding production program. Americans' pioneering spirit has endowed our nation with the most innovative maritime technologies and the most skilled maritime labor force on Earth. Working together, we can preserve this critical advantage for generations to come.*

*In recognition of the importance of the U.S. merchant marine, the Congress, by a joint resolution approved May 20, 1933, has designated May 22 of each year as "National Maritime Day" and authorized and requested the president to issue annually a proclamation calling for its appropriate observance.*

*Now, therefore, I William J. Clinton, President of the United States of America, do hereby proclaim May 22, 1995, as National Maritime Day. I urge the people of the United States to observe this day with appropriate programs, ceremonies, and activities and by displaying the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.*

*In witness whereof, I have hereunto set my hand this nineteenth day of May, in the year of our Lord nineteen hundred and ninety five, and of the independence of the United States of America the two hundred and nineteenth.*

William J. Clinton

Herberger reflected on the importance of the day commemorating mariners by noting the contributions of the U.S. merchant marine. "American mer-

chant ships and American seafarers have answered our nation's call again and again—during World War II, the Korean conflict, Vietnam and, most recently, in the Persian Gulf. They also have served in support of humanitarian efforts in Somalia and Haiti.

"It is extremely appropriate that we remember the past contributions of the American merchant marine as we look to the future role of the American maritime industry in a new international economic and national security environment," the administrator told the crowd of shipping executives, maritime labor officials and government personnel.

Another speaker on Capitol Hill, U.S. Representative Howard Coble (R-N.C.), a longtime supporter of U.S.-flag shipping, also recalled the importance of the merchant marine during World War II. "On this day, 50 years ago, although our nation was grateful for the end of the war in Europe, our hearts and minds were with many Americans who were still fighting bravely in the Pacific. We still had a war to win, and the contribution of the American merchant mariners was crucial to our victory.

"Today we pay tribute to those merchant mariners who rest and gave their lives so that we would remain free. As we prepare to face the peacetime challenges before us, let us remember the bravery, strength of the American merchant mariners who died during World War II."

Representing the Military Sealift Command (MSC) at their commemorative service at the Navy Memorial in Washington, D.C. were Vice Admiral Philip M. Quast and Admiral Joseph W. Prueher.

Vice Admiral Quast, commander of the Military Sealift Command, told the audience of his recent trip to St. Petersburg, Russia, a city which alone lost more than one million persons during World War II. He noted that the residents of St. Petersburg finally have been given an ac-

curate account of the help given to their country by the Allies and of the courageous American and British merchant seamen who braved sub-zero temperatures and rough seas and who lost their lives on the Murmansk Run, delivering vital supplies to the Russian people.

Admiral Prueher, vice chief of Naval Operations, spoke about his recent travels to France in celebration of the 50th anniversary of D-Day.

He noted that the French continue to express amazement that young people from the United States, who were so far removed from them, could go overseas and fight and die for French citizens. He said that the citizens of western Europe see the United States as a country that embodies teamwork. "They look to us for inspiration, as a representative of freedom and democracy," he said.

The admiral stated that teamwork is found every day aboard ships.

"But it is the people who make our ships work," Prueher added. "And we must never forget this fact."

The nation's capital was not the only city to celebrate the 63rd annual Maritime Day. From a wreath-laying ceremony at Battery Park in New York to obser-

vances along the East, Gulf and West coasts, the nation paused to remember and thank our merchant marine veterans for their courage and their dedication to freedom.

Maritime Day in San Francisco was celebrated with a cruise on one of two seagoing Liberty Ships, the SS *Jeremiah O'Brien*. With more than 650 people in attendance—representing all aspects of maritime (labor, management and military personnel) as well as interested passers-by—the ship sailed under the Golden Gate Bridge as hundreds of memorial wreaths honoring lost seamen were tossed into the bay.

In Norfolk, Va., the South Atlantic Region of the Maritime Administration held a wreath-laying ceremony to honor the contributions of those merchant mariners who gave their lives while supporting U.S. armed forces. The ceremony, conducted aboard the *Cape Race* (a Ready Reserve Force ship operated by OMI), consisted of a short memorial service and a rendering of a wreath to the waters.

Similarly, the port of Los Angeles held its Maritime Day observance and memorial service at the American Merchant Marine Veterans Memorial in San Pedro, Calif. Gray Davis, the lieutenant governor of California, and Beverly O'Neill, the mayor of the city of Long Beach, spoke before the assembled crowd.

At the Seafarers hall in St. Louis, a number of SIU veterans met for a Maritime Day ceremony to observe the memory of all those who mariners who so willingly gave their lives in exchange for service to their country.



Participating in Maritime Day ceremonies in San Francisco are (from left) Mel Jacobo (MFOV), retired SIU member Owen McEnaney, "Curley" Savant (MFOV) and SIU Patrolman Stephen Barry.



Students from the Lundeberg School form the color guard during memorial observances in Washington, D.C. They are Julie Gramling, Michael Bowen, Darrell Baker and Robert Frank.



Bill Dawson, a retired recertified bosun with the SIU, helps commemorate Maritime Day aboard the *Cape Race* in Norfolk, Va.



At the St. Louis SIU hall, merchant marine veterans pose with the official merchant marine flag as well as their chapter flag. From the left are (front row) Frank Kodelya, Don Adams, Pat O'Reilly, Jeffrey McMahan (MarAd/USTRANSCOM Liaison Officer); (second row) Larry Olliges, Wes Haenchen Sr., Dr. Ray Bechtold, George Hodak, Katja Buckley, Mike Buckley, Leonard Hulst and Joe Hensel.

# New Reg Will Change Tankermen Tests

## Certification and Training Rule to Take Effect on March 31, 1996

The U.S. Coast Guard recently announced an interim final rule that affects the training and certification of tankermen.

Published in April, the new regulation—which goes into effect on March 31, 1996—defines qualifications of tankermen and of other mariners involved in the handling, transfer and transportation of oil and other hazardous liquid cargoes in bulk aboard vessels. It requires tankermen to obtain from the Coast Guard one of the following five endorsements: Tankerman-Person in Charge (PIC)(Barge), restricted Tankerman-PIC, restricted

Tankerman-PIC (Barge), Tankerman-Assistant or Tankerman-Engineer. In order to secure such certification, tankermen will have to meet standards for amounts of experience, completion of training courses and physical fitness.

Additionally, the regulation significantly changes the testing procedures for tankermen. The Coast Guard no longer will conduct tankermen exams, but will certify schools (such as the Seafarers Harry Lundeberg School of Seamanship) and possibly operators to give the tests. And, in another departure from the current system, the new tankermen tests will include

practical (hands-on) testing, so that mariners will have to demonstrate their skills in transferring liquid cargoes.

The rule partly stems from the Oil Pollution Act of 1990 (OPA '90), but also has roots in other legislation (the Port and Tanker Safety Act) dating back 17 years. Its intent is to improve safety in the handling, transfer and transportation of hazardous liquid cargoes.

The rule's full effect on the Paul Hall Center's curriculum will not be known until after the Coast Guard reviews comments on the regulation. (The deadline for submitting comments is June 30.) The agency is accept-

ing input from the industry regarding course subjects, establishment of minimum requirements for amounts of instruction, and the advisability of substituting field training or simulations for actual on-the-job experience.

For now, the Coast Guard has proposed the following courses (a tankerman would need to take one or more, depending on which type of vessel he or she sails): a 40-hour tankship/dangerous liquids course, a 40-hour tankship/liquified gases course, a 40-hour tank barge/dangerous liquids course, a 40-hour tank barge/liquified gases course and a 16-hour firefighting course.

The Paul Hall Center already offers a number of courses on transporting hazardous materials as well as firefighting training which seemingly could be adapted to fully meet the new requirements. In accordance with the regulation, the school also may request that certain classes or parts of classes be counted toward a mariner's fulfillment of the new requirements.

In any case, the new tankermen endorsements will be valid for five years. Once the original endorsement expires, a mariner need only show two transfers in order to renew the endorsement, according to the regulation, published in the *Federal Register* on April 4, 1995.

Check future issues of the *Seafarers LOG* for updated information on this situation.

## Safety Stressed in Tanker Course

SIU member Scott Fuller hopes that he never will need to use the emergency-response techniques he recently learned in the Paul Hall Center's tanker operation/safety course. But, having completed the four-week course last month, along with 35 fellow upgraders in Piney Point, Md., he is confident that should such a situation occur, he will know how to react.

"I learned a lot in this class, especially how to combat different types of spills and what to do if someone is injured," said Fuller, who recently upgraded to QMED and who most recently sailed aboard the *American Merlin*. "It's important to know what you're dealing with; you can't just go right at it, even though you want to help. You must follow the right procedures."

His classmates also praised the course, which is required for all Seafarers who sail aboard tankers.

Recertified Bosun Anthony Maben said the Lundeberg School instructors were "great. They really made the course in-

teresting, and I don't think you could ask for a better bunch of people working at the school."

Maben, who joined the union 28 years ago in New York, also said that he believes the class is a "very worthwhile" addition to the school's curriculum.

### Eye-Opener

For AB Janet Baird, the tanker/operation safety course sharply raised her awareness of the potential hazards involved while working aboard vessels that transport petroleum products.

"It really opened my eyes to some of the dangers, as well as the need for safety at all times," said Baird, who graduated from the Lundeberg School in 1991. "I thought it was really informative, particularly the sections on oil spill prevention and cleanup, and firefighting."

### Open to All Seafarers

Developed by Lundeberg School instructors in response to regulations stemming from the Oil Pollution Act of 1990 (OPA '90), the class is open to all Seafarers. It includes hands-on training and classroom instruction, as was agreed during negotiations between the union and SIU-contracted tanker companies. (Check the Lundeberg School schedule on page 23 for a list of upcoming tanker operation/safety courses.)

Specific exercises and subjects include practical training for confined-space safety and oil spill/hazmat prevention and recovery. Upgraders also study tanker construction and general tanker safety, review sections of OPA '90 and learn about the chemical and physical properties of petroleum products.

Additionally, students in the tanker operation/safety course examine the flammability traits, toxicity/asphyxiation characteristics and health hazards associated with exposure to petroleum products.

Other segments of the course cover monitoring tanks for oxygen deficiency and taking other meter readings with atmospheric monitoring equipment; creating shipboard safety

plans; fit-tests using respirators and other equipment; and an introduction to fire chemistry, firefighting and fire/emergency duties.

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

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

### Requesting Feedback

In an ongoing effort to keep the class as relevant as possible, Lundeberg School instructors are requesting the assistance of Seafarers who sail on tankers. The instructors ask that, when possible, SIU members photograph and/or videotape the equipment with which they work, along with any other relevant operations.

Seafarers then are requested to forward the photos and/or tapes to; Paul Hall Center for Maritime Training and Education, Attn: Ben Cusic, P.O. Box 75, Piney Point, MD 20674. The materials will be used to keep the curriculum as current as possible.



SIU members in the tanker operation/safety course practice donning protective gear, including breathing apparatus.



Included in the course is a hands-on section during which students practice stringing containment booms, as shown in this photo.



Confined-space training is part of the four-week course. Above, a student utilizes the training barge *Empress II* to simulate a rescue.



Upgraders in the tanker operation/safety class discuss the importance of the course curriculum with SIU President Michael Sacco (standing, far left).

## Crescent Engineers Complete DDE Course in New Orleans

Fourteen Seafarers employed by Crescent Towing last month completed two special Designated Duty Engineer (DDE) courses that were conducted by Lundeberg School instructor Barney Kane at the SIU hall in New Orleans.

Each two-week course was conducted on a week-on, week-off rotation, in order not to disrupt members' work schedules. So from start to finish, the classes spanned a four-week period.

A few Seafarers were unable to finish the course because of flooding which affected their respective homes and work hours. In fact, part of the SIU hall was closed for one day as a result of the floods.

Despite those difficulties, the class—which was presented in order to help Seafarers remain the most qualified and best-trained in the region—was rated a major

success by those who attended. Students particularly appreciated the convenience of having the class available at the union hall, as well as having it modified from its usual eight-week length.

"This is the best thing that's happened to us in a long time," said Chief Engineer Jugo Barletto, who has been a Crescent employee for 17 years. "The instructor was a tremendous help to myself and everyone else. It was like a gift to us for him to be here, because it's not easy [due to work schedules] to get up to Piney Point."

Barletto's home, in nearby Manderville, La., north of New Orleans, was damaged by the floods, causing him to miss two days of class. But he caught up on the information by putting in extra hours after class, once he returned.

"My whole neighborhood was

flooded," he noted. "In my home, I had to pull up the carpets."

### 'Lots of Material'

Barletto and classmates studied "electricity, diesel, general safety, firefighting, hydraulics, compressors, pumps, valves . . . you name it," said Kane. "DDE is a little bit of everything." The course also includes the study of engine maintenance, automation, fuel injection, intake and exhaust, reduction gears, boilers, Coast Guard regulations and more.

With so many topics to cover, the students maintained a brisk pace throughout the course. "There was a lot of material and a lot to absorb in that length of time, but this was a life-saver for me," stated Sal Macaluso, an engineer who has worked for Crescent for 14 years. "Plus, we received material that we can study on our own, now that the class is over."

He said he "found everything we covered useful" and particularly was interested in learning "electrical formulas that you use to determine information about circuits, resistance and amps."

Macaluso added that it was "great that we could just come to the union hall on our days off. I live about a 20-minute drive from the hall, so this was really convenient. I think everyone who at-

### McAllister Tug on the Move



For Seafarers working aboard McAllister tugboats in the Philadelphia area, moving ships out of the Hess Oil terminal in New Jersey is a routine part of the job. Pictured above (left to right) are Captain Richard Roel and Deckhand Sean Taylor aboard the *Eric M. McAllister*.

tended liked it."

Barletto cited the study of refrigeration and air conditioning equipment as a course highlight. "I took courses covering some of this in community college many years ago, and this really refreshed my memory," he said. "I thought the whole course was excellent."

### Exams Are Next

The next step for the Seafarers who took the course in New Orleans will be to take an exam given by the U.S. Coast Guard in order to earn their DDE licenses. Most of the student-mariners plan to take the exam within the next

month or two. (In order to bolster their chances of passing the Coast Guard test, Kane regularly conducted quizzes during last month's class.)

SIU Vice President Gulf Coast Dean Corgey noted Crescent believes training classes for its crews are important and effective measures to constantly improve safety and provide for efficient operations.

Crescent Towing operates ship-docking harbor tugs in New Orleans, Mobile, Ala. and Savannah, Ga. Each tug sails with a four-person crew (a captain, two deckhands and one engineer).

## Seafarers' Alert Action Allows Carolina to Aid Stranded Motor Yacht

Seafarers aboard the *Carolina* recently aided in the rescue of three people manning a 45-foot motor yacht, which was rendered helpless by severe weather and a lack of power.

The *Carolina*, operated by Navieras NPR Inc., was en route to San Juan, P.R. when an SIU member spotted the troubled craft.

According to Captain J.R. O'Connor, who sent a report detailing the incident to the *Seafarers LOG*, SA Michael Anzalone was on deck when he observed a flare in the distance.

"I was on the main deck when I saw a flare coming from a small white craft off the starboard side of our ship," recalled Anzalone. "I immediately knew what it was and went to call the bridge."

Once notified, the captain contacted the U.S. Coast Guard to inform them of the situation and commanded the engineroom to slow to maneuvering speed in order to commence a turn and sail to the area of the distressed yacht.

Bosun Stewart Dixon noted that all hands reported topside to aid in preparations for the rescue. "We got the ladders and lines ready so that if we needed to bring anyone on board, we were all ready," stated the bosun.

The yacht, *Reel Me*, had been sailing from Key West, Fla. to Costa Rica when it lost all power. The troubled vessel had been drifting for three days before being spotted by the *Carolina*, approximately 60 miles south of Key West, Fla.

Having endured several days of rough seas, the *Reel Me* was leaking badly. None of its three crewmembers, however, was injured. The yacht had two feet of water in the bilges, which the exhausted crew had been bailing out in buckets.

Because the yacht's radio had failed with the power outage, the *Carolina* crew communicated with the *Reel Me* through the use of a bull horn.

According to the captain, the weather conditions made the recovery of the crew by the *Carolina's* motor lifeboat "very questionable." However, the containership stood by, ready to provide assistance, until the Coast Guard arrived.

"Because the crewmembers were not injured or in serious danger, we thought it best if we stayed close [without bringing them aboard]. We waited until the Coast Guard arrived and they began the actual rescue efforts," Dixon said of the mission.

"The crew did an excellent job in making sure all the necessary procedures were taken so that if we needed to bring them on, we were well prepared," Bosun Dixon stated.

The *Carolina* crew served as a liaison between the yacht and the Coast Guard, until a portable VHF radio was lowered from a rescue helicopter. A portable pump was also lowered to the craft so the crewmembers could stop bailing the water rushing in due to the high waves.

Using the radio, the skipper of the *Reel Me* called Captain O'Connor to express his thanks and gratitude for returning to the scene, notifying the Coast Guard and providing assistance to his stranded crew.

After a three-hour detour, the *Carolina* turned around and sailed full speed ahead to Puerto Rico.

"In the master's opinion, the response of the officers and crewmembers was exemplary and highly professional," wrote the captain in his report to the *LOG*.

"Special attention should be called to Steward Assistant Michael Anzalone's contribution. His alertness spotted the emergency flare from the distressed yacht and he had concern enough to call the watch officer on the bridge. His actions started the chain of events that ultimately led to the saving of three lives," concluded the captain.

## Mobile Members Keep RRF Vessels Ready for Call-up

Seafarers aboard the *Cape Taylor*, *Cape Trinity* and *Cape Texas* are keeping three Ready Reserve Force (RRF) vessels in prime condition.

The ships, docked in the Mobile (Ala.) Shipyard, are operated by Apex Marine for the Maritime Administration. The RRF vessels are part of a fleet of militarily useful ships owned by the government. They are activated in times of war or emergency.

Skeleton crews—composed of a steward/baker, QMED, chief electrician, bosun and deck engine utility (DEU)—work aboard each of the RRF vessels to do whatever it takes to keep them in a state of repair and preparedness.

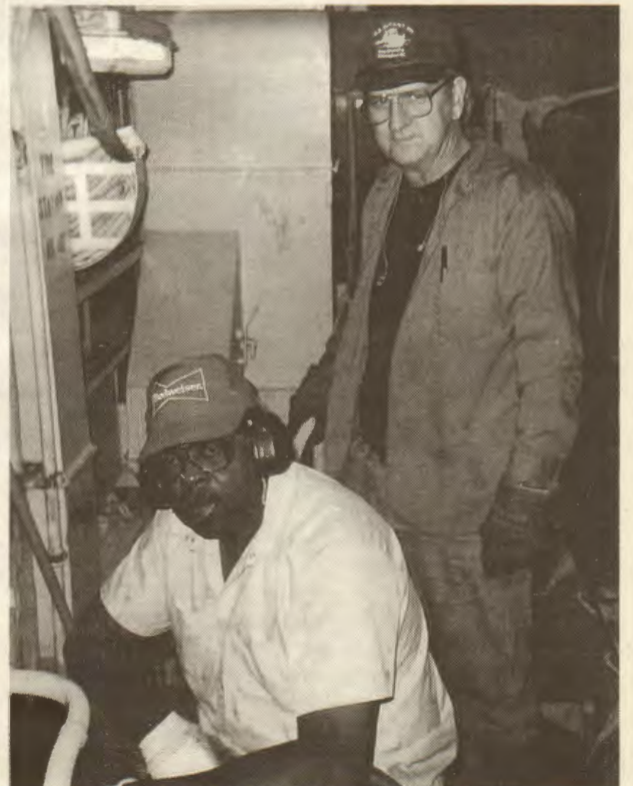
The Seafarers in the photographs accompanying this article conduct inspections of all spaces, perform routine maintenance, operate cargo gear, handle vessels' stores and adjust and rig gangways, among other duties.



Steward Lloyd Palmer serves dinner to the ROS crew aboard the *Cape Taylor*.



QMED Tom Curtis (left) assists Chief Electrician John Ashley in working on a breaker aboard the *Cape Trinity*.



DEU A. Day does some chipping in the engineroom of the *Cape Taylor* while QMED William Day looks on.



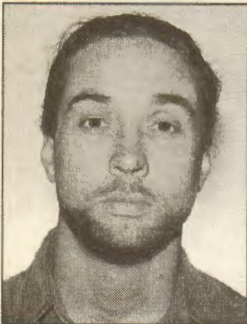
# Seven Scholarship Recipients Head to College in Fall

Three deep sea SIU members and four dependent children of Seafarers are the recipients of monetary awards from the Seafarers Welfare Plan's scholarship program for 1995. They were selected by a panel of educators last month. (See story on page 3.)

The scholarships were granted in the amounts of \$6,000 and \$15,000 for both two- and four-year courses of study at institutions of higher learning. What follows is a brief description of the background and goals of each of the college-bound students.

## SEAFARERS

**TODD D. HILEMAN** of Anna, Ill. is the recipient of the four-year scholarship for \$15,000. Hileman, 30, is a graduate of the trainee program at the Lundeberg School of Seamanship in Piney Point, Md., and has returned several times to upgrade his rating and earn additional deck department endorsements. He currently sails aboard Energy Transportation Corp.'s *LNG Taurus*.



Todd D. Hileman

Since joining the SIU in 1989, Hileman believes he has been afforded opportunities he could not have otherwise realized, such as the chance for an education. "Although anxious about the prospects of returning to school and the changes in my lifestyle that will occur, I am excited at the thought of entering the classroom and accepting the challenges of higher education," the AB wrote in his scholarship application. He also will be closer to his wife, Sue Ann, and 11-year-old son, Tyler, and will have the summer months in which to continue his maritime career, he said.

Hileman hopes to enroll at Southern Illinois University or Southeast Missouri University. His interests lie in the teaching profession. But he also is considering another course of study: surveying. This idea came about while he and his wife were attempting to buy a home and were informed that there was only one surveyor in the entire county in which they planned to move.

**PATRICK J. RAWLEY's** first seagoing experience was on an outing with the Boy Scouts when he lived in Central New Jersey. "We took a PT boat (a World War II-era torpedo vessel) from New Jersey to Mystic, Conn., and the experience was a thrilling one for me," said the recipient of a \$6,000, two-year scholarship.

At the age of 13, his family moved to Southern Maryland where they lived near the water and owned a boat. "I had great times on the Patuxent River," said the 11-year SIU member.



Patrick J. Rawley

During and after high school, Rawley worked at odd jobs in restaurants and marinas until joining the SIU at the age of 19. He completed the Lundeberg School's entry rating program in 1984 and has returned to the facility to take advantage of many of the upgrading opportunities there. He has two years of seetime as a steward assistant and assistant cook. He also worked for the school in the capacity of bakeshop instructor. During the Persian Gulf war, he sailed as an OS and additionally has one year experience as an AB on tankers and containerships.

Rawley currently works as a house manager and monitor at the Seafarers Addictions Rehabilitation Center—and would like to continue this line of work. "It has always been my desire to work for the benefit of seafarers; one possibility is becoming an addictions counselor," he wrote in his scholarship application. "My intention is to get a general studies degree, then specialize and tailor my education."

The 30-year-old already has been attending courses at Charles County (Md.) Community College.

**BRYAN K. SMITH, 37,** credits much of what he is today to the encouragement of his parents and his upbringing in Twin Falls, Idaho. A recipient of the two-year, \$6,000 scholarship, he learned early on that "to succeed at something, you have to first determine your objective, set your sights high and, finally, work hard at the day-to-day practice

and routine that is necessary to improve," Smith wrote in his scholarship application.

"The key," he added, "is to not only find out what you're good at but that you enjoy as well."



Bryan K. Smith

While working in Hawaii at a Sheraton hotel, Smith became intrigued by the hospitality business—"seeing all the different departments working together to provide a soothing and relaxing atmosphere for the customer while simultaneously solving their own day-to-day problems behind the scenes."

For the next 10 years he specialized in fine dining service, working at some of the nicer restaurants on the Big Island. It was in 1988 that he joined the SIU in order to work on the cruise ships in Hawaii. After a few years, however, the travel bug got to him when he learned of the opportunities available. And so he went to Piney Point in 1991 to learn to cook and was "delighted to find that working in the galley gave me a much greater sense of achievement than the service side ever had. For me, cooking is the perfect blend of science and art."

Since leaving Piney Point and working on ships, Smith has continued to learn by reading, practical experience and sharing ideas with others. But, in order to reach the next level, he sees the need for the additional training that a good culinary school can provide.

Smith has applied to the New England Culinary Institute (Vt.), the Culinary Institute of America (N.Y.) and the California Culinary Institute (San Francisco) with the goals of becoming a more professional cook, contributing positively to the reputation of the SIU's steward department and growing both personally and professionally.

## DEPENDENTS

Since the fifth grade, **ANNE L. BILDERBACK** has known that veterinary medicine is the right career for her. Graduating this year from Willow Glen High School in San Jose, Calif., the 17-year-old plans to use her four-year scholarship award to continue in that field. And she already has lots of experience, having worked part time as a veterinary assistant at a clinic since 1993, assisting with X-rays and surgeries, giving vaccines and drawing blood, among other duties—all while maintaining an A average in her school studies.

She enjoys working in a private veterinary practice but hopes eventually to be in a position to help animals that live (or should live) in the wild—possibly in a zoo. "I would like to be a veterinarian working with those animals that are unable to take care of themselves," she wrote in her application for the \$15,000 scholarship, "especially with those animals in danger of extinction." She hopes to realize her career goals at Dartmouth College (N.H.) or Harvard University (Mass.).



Ann L. Bilderback

Bilderback's academic record has been superior, and her efforts have not gone unrecognized. She was selected as a recipient of the Xerox Award in Humanities as well as the United States Navy Laureate Edward Teller Award for achievement in science and math. She also was selected to participate in the Harvard University summer school program where she studied astronomy and computer science.

But apart from her rigorous academic schedule, Bilderback also has been a valuable member of the school community through her leadership and participation in a number of activities. She is a two-sport athlete (varsity track and tennis) and has been very active in student government—serving as freshman class secretary, sophomore class treasurer and junior class secretary. She was initiated into the National Honor Society in her sophomore year, has been a member of the California Scholarship Federation and also served as treasurer of Interact (a Rotary-sponsored community service club).

Ann Bilderback is the daughter of Chong Yun and stepdaughter of **Christian Albert Christensen**, an SIU member since 1947. For the past several years, the deep sea mariner has worked aboard Sea-Land Service vessels, most recently as a recertified bosun aboard the *Sea-Land Endurance*.

**CHRISTINE M. KINGSLEY's** academic achievements started as early as kindergarten. She learned to read and do all four mathematical operations before entering grade school and then skipped the first grade.

This academic promise continued through her schooling—graduating as valedictorian from junior high school in 1991 and ranking in the top 10 of her senior class. She has never received below a "B" on a report card, and with honors and advanced placement classes, her grade point average remains above 4.0.



Christine M. Kingsley

But in addition to her academic achievement, the 16-year-old graduate of Armijo High School in Fairfield, Calif. also exhibits leadership qualities. She served as president and treasurer of the Good Sams Club and has been active in cheerleading and keeping statistics for the wrestling and baseball teams. She also tutors students in various subjects and works at a part-time job.

"Being a leader has taught me responsibility, organization and commitment," she wrote in her autobiographical statement on her scholarship application. "These attributes will help me in my future academic studies and career."

After high school, Kingsley plans to use her four-year, \$15,000 scholarship to continue her education at the University of California in Berkeley. She plans to study about her ancestors, the Native Americans, and major in economics. Following her undergraduate degree, she hopes to attend law school and become a civil rights lawyer. "As I was growing up," she wrote, "I always felt the need for situations to be fair and equal. Becoming a lawyer would give me the opportunity to preserve law and help others be treated fairly."

Christine Kingsley is the daughter of Remy and **Jack Kingsley**, a member of the SIU's deep sea division since 1973. He sails as a recertified bosun, most recently aboard the *Sea-Land Explorer*.

**ARIC D. KNUTH's** mission is to educate as many people as he can. The high school senior will graduate from Oscoda High School in Oscoda, Mich. this month and plans to use his four-year scholarship award to attend the University of Michigan.

"The primary element in my future plans is diversity," wrote the 18-year-old Knuth on his application form. "I have a firm belief that in order to achieve the highest degree of happiness and success, one must seek a wide range of education and strive to maintain a future which may take a variety of twists and turns and unseen changes."



Aric D. Knuth

With this philosophy, the University of Michigan's dual degree program seems tailor-made to his needs (a BFA in theatre performance and a BA in French with a teaching certificate). "This broad educational background will allow me to reach a number of career goals which ultimately will result in a full-time teaching position at either a secondary or university level," he stated.

Two major forces fuel the young man's ambitions. The first is an undying love for the stage. "Theatre is a field which I must pursue in order to reach any degree of self-satisfaction," Knuth added in his autobiographical statement on the scholarship application. The second is the desire to sculpt and mold the human mind—to help people see things from different perspectives. "I feel it is my mission to educate as many people as I can... I look to the theatre as a primary tool in my teaching. If I can get people to explore their emotions and experiment with different modes of thought, I will be able to deem myself successful."

Aside from his "A" average in high school, where he ranked fourth in a class of 92, Knuth also worked 20-30 hours a week as a clerk in a video store, was a member of the student council and the National Honor Society, served as president of the mixed choir and captain of the forensics group. He also has volunteered in a local soup kitchen and helped out with the Special Olympics for the past four years.

Aric Knuth is the son of Janice Ballor and **David Knuth**. The elder Knuth, a member of the deep sea division, joined the SIU in 1973. He most recently sailed aboard Bay Ship Management's *USNS Potomac* as an AB.



Mary Anne Morrison

Science has always fascinated **MARY ANNE MORRISON**, and so a biological science major it will be for the 19-year-old as she takes advantage of her \$15,000 scholarship to continue her studies at Wellesley College (Mass.) in the fall.

As a member of the class of 1998, she already has completed her first year there, taking courses in mathematics, economics, history and Italian. Morrison graduated from Poughkeepsie High School in New York last year with an A+ average. She was a member of the National Honor Society and participated in the jazz ensemble, concert band and also helped in the successful campaign of Poughkeepsie's mayor.

Medical school remains a possibility for the future, but whether she wants to be involved in the practical or the research side of medicine is still up in the air.

"I want to spend the next 40 or 50 years of my life doing something that I love," Morrison wrote on her application, "and I also want to do something rewarding. Scientific research and medicine are constantly growing and changing, and I want to be a part of all that."

Mary Anne Morrison is the daughter of Martha and **Holmes Morrison Jr.** The inland member joined in SIU in 1975 and currently sails as a mate aboard G&H Towing Co.'s *Gretchen*.

# Dardens: Piney Point Is A Family Affair

## SIU Training Center Open To All Vacationing Seafarers

Gourmet food, beautifully manicured grounds, sailboats, tennis courts and an Olympic size swimming pool. Does this sound like an expensive vacation resort? Think again.

All of the above can be experienced by Seafarers and their families at the Paul Hall Center in Piney Point, Md., where over the years, many SIU families have traveled to enjoy their summer vacations. With affordable rates and exciting activities to capture the interests of children and adults alike, Piney Point is the ideal summer getaway.

The facility, located in St. Mary's County, Md., offers activities for everyone on its grounds. The center also provides the ideal lodging location for those wishing to explore the sites of nearby Washington, D.C. and Annapolis, Md.

Last month's issue of the *Seafarers LOG* featured letters from Bobby and Jessie Darden, the children of AB Jim Darden and his wife, Pam, detailing the adventures and fun they discover each time their family returns to the Paul Hall Center for a vacation.

With the summer season officially due to begin this month, there still is time for other Seafarers and their families to follow the Darden family's lead and plan their own special fun-filled holiday in historic Southern Maryland.

This month, read what Jim Darden has to say about bringing his family to Piney Point as the *LOG* continues to feature photos from the Darden family album of summers spent at the Paul Hall Center.

April 1995

Dear Fellow Seafarers:

Here it is April already and my kids have requested a family meeting. Of course, the subject was: "Where can we go on vacation and how much money do we have to work with?"

The kids have wanted to go to Disney World for a long time. We talked about that for a while and Mom and I explained to Bobby and Jessie that Disney World just wasn't in our budget this year . . . Mom and I asked the kids what their second choice was. Bobby and Jessie's eyes lit up

and they said, "PINEY POINT!!!" My wife and I were not surprised.

My first trip to the Paul Hall Center was in March 1976 after I received my AB ticket and my full union book with the SIU. Things were not as plush at the school then as they are now, but I couldn't help thinking that the school was something good. Also, I couldn't help liking the area. I saw lots of water, boats and good fishing and crabbing opportunities.

### The First of Many Return Visits

In 1982, I was sailing in the deep sea division and went back to the school for a celestial navigation course. I was shipping out of Baltimore and had just gotten married to my wife, Pam. At that time, upgraders' wives couldn't stay overnight at the facility, so when Pam came down, we would rent a hotel room in nearby Lexington Park, Md. Pam also loved to fish and crab and felt comfortable with the people she met and generally loved the area.

When we were walking around the center, Pam noticed steel beams lying around where the swimming pool is now. I told her they were for the new SIU hotel and that once completed, Seafarers would be able to bring their families to stay with them while upgrading.

In 1987 I had heard that the hotel was up and running. Since that time, my family and I have made two or three long weekends or vacation trips a year to the Paul Hall Center.

For my family and me, the Paul Hall Center in Piney Point is a great place to take a vacation. Swimming, crabbing, sailing, craft shows and fishing are just some of our favorite activities.

The center has everything we need, and the cost is fair. Washington, D.C. is about two hours away from the center, and a day trip is always a fun family activity. If you don't want to go into the big city, St. Mary's County also has a lot to offer.

To be honest, the thing that draws my family back to Piney Point year after year are the people who staff and



manage the center. Also we enjoy meeting new friends who are Seafarers from other parts of the country and world.

I can honestly say that everyone we have met at the Paul Hall Center has made the Darden family feel at home. Piney Point has become a real home away from home for our family. . . .

### Thank You

My family and I can enjoy the Paul Hall Center because of all the hard work and foresight put into its inception. Paul Hall had the vision and forethought for the maritime center, and others who came after him made sure that his dream of a place where all Seafarers would be welcomed was made true.

Mike Sacco is at the helm now and keeps improving and fine-tuning the dream, vision and mission of the Paul Hall Center and the SIU.

I think every man and woman holding an SIU union book owes a debt of gratitude to all the people who made the Paul Hall Center a reality and to the people who continue to make the dream grow.

If you haven't taken your family on a vacation visit to the Paul Hall Center in Piney Point, do you and your kids a favor. Call for reservations now and check it out.

After feeding the ducks, the Darden children pose for one last picture before heading home to Pennsylvania to wait for next summer's vacation—in Piney Point. In oval inset is a recent photograph of the Darden family.



Jessie enjoys a day at the pool with two other children she met vacationing at the Paul Hall Center.



Bobbie and Jessie Darden (center) and their cousins, John (left), and Emily (right), pose next to the binnacle aboard one of the maritime center's training boats.

#### UNION MEMBER VACATION RATES

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

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

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

### SEAFARERS TRAINING & RECREATION CENTER—Vacation Reservation Information

Name: \_\_\_\_\_

Social Security number: \_\_\_\_\_ Book number: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone number: \_\_\_\_\_

Number in party / ages of children, if applicable: \_\_\_\_\_

Date of arrival: \_\_\_\_\_ 1st choice \_\_\_\_\_ 2nd choice \_\_\_\_\_ 3rd choice

Date of departure: \_\_\_\_\_ Stay is limited to a maximum of two weeks.

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



*AB Ivan Coraliz relaxes with his children Kaisy, Mario, Saira, Tiffany and Israel at Dorado Beach on the northern shores of Puerto Rico. Brother Coraliz works aboard Crowley Marine Service tugs.*

# SEAFARERS FAMILY photos

Another peek into the *Seafarers LOG* family album shows us some happy moments in the lives of Seafarers and their families, including a wedding anniversary, a fishing expedition and lots and lots of children and grandchildren.

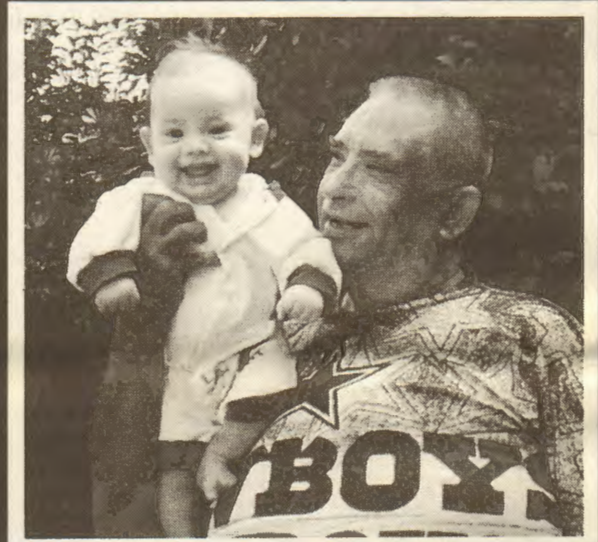
As always, the *LOG* welcomes your photographs and will publish them on a periodic basis.



*New York Patrolman Sean M. Ryan celebrates his first wedding anniversary with his wife, Cathy. The Ryans met in Piney Point, Md. in August 1992 when Cathy was visiting the facility with a group from New Jersey.*



*ZMED Eric Sutton and his wife, Kathleen, proudly announce the birth of David Luke Sutton. The young Sutton, weighing in at 5 pounds, 6 ounces, comes from a family of seamen. His grandfather served in the Navy during World War II, and both his uncles sailed with the *STM* in the 1970s.*



*Frank Gil, who won the all-maritime welterweight championship by knockout in 1944 in Sheepshead Bay, Brooklyn, N.Y., is holding grandson and future champion, Austin Tyler Gil Hoggarth. Frank, who sailed as a chief cook, is now a union representative in the port of Wilmington, Calif.*



*Andrew Langley, cook aboard the tug *Prevail* in Norfolk, catches supper for the week in the Chesapeake Bay. The 67" wahoo weighed in at 53 pounds.*



*Joseph Laureta and his wife of nine years, Tenie, pose in the galley at *STM* headquarters. With them are Troy, 7, and Cheesa, 4. Joseph, a 13-year member of the *STM*, recently upgraded to chief steward. He sails from the port of Honolulu.*



*Bosun Bob Pagan, attending the tanker safety course at the Lundeberg School, is joined by his wife of nine years, Lee, and daughter Ashley, 4. Brother Pagan, who sails from the port of Wilmington, Calif., has been a member of the Seafarers International Union for 18 years.*

# Free Market Calls for Proper Funding Of U.S. Merchant Fleet, Says Totem CEO

*Paul Hall Lecturer Stanley Barer Urges Congress, Military to Support Ship Bill*

It is a very special honor to have been asked to be the Paul Hall Memorial Lecturer for this year and to be associated in this way with the memory and legacy of Paul Hall. I am, as well, humbled to find myself among those who previously have been so honored.

In August of 1963, I came to Washington, D.C. from the state of Washington to work for Senator Warren G. Magnuson, the chairman of the Senate Commerce Committee. I spent over a decade working in the U.S. Senate. Through that period of time, I saw, met and worked with extraordinary people. But no one made a greater impact on me than

Paul Hall.

Power, conviction and advocacy poured from him in a torrent. He could fill an entire hearing room simply with his presence and advocacy. He did not mince words. He probably did more for this industry than all of us in this room combined.

My predecessors in this lecture series have all spoken with great eloquence about the need for a maritime reform program and the importance of the merchant marine. Each has warned that we were running out of time—that the end of our industry was approaching. Each of them was right. I am afraid that the day each of them warned was coming

has come and may have passed. The industry as we know it may already be dead, and we have just not yet had the burial and wake.

Paul Hall would not like the current state of affairs or perhaps some of the things that I am going to say today. But Paul always spoke his mind, and in deference to him, I will do the same.

I want to talk today about the absolute imperative of rapid enactment of the proposed Maritime Security Program legislation. I am not pleading a case for benefit to my own companies. Our maritime activity is almost totally domestic. We could not qualify for any payments under the proposed legislation.

I am speaking out of conviction as to what I believe most important to the future of this industry. And if I make some people uncomfortable today by my characterization of the current state of affairs, that is all right.

This is what has happened since the last Paul Hall Memorial Lecture delivered by James Barker in May of 1994. Maritime reform, which had passed overwhelmingly in the House of Representatives, with strong support by the [Clinton] administration, languished for months in the United States Senate. Although a majority of our friends on the Senate Commerce Committee had indicated their support for maritime reform and the imperative nature of its early enactment, in fact a committee vote on the bill was never called until the waning days of the session.

At the time the vote was finally called for, the committee executive session was scheduled for a time of day which violated the rules of the Senate. An opponent of the legislation objected, and the majority of the committee and its chairman—senators that we believed strongly supported the legislation—agreed to drop maritime reform but proceed with other legislative business of the committee. That ended maritime reform for that Congress and may well have ended the maritime industry as we have known it.

The chairman of the Senate Commerce Committee today happens to be the senator who raised the objection last year to consideration of the maritime reform legislation. I believe his concern went to the funding mechanism, and with that now modified, hopefully we will have his support.

The election this past November revolutionized the country and the Congress. Since the Republican-controlled House and Senate were sworn in, the following has occurred:

1. The House of Representatives abolished the House Merchant Marine and Fisheries Committee.

2. The Senate abolished the separate merchant marine sub-

*“The Congress must make a new determination that a U.S.-flag fleet employing trained, skilled, loyal and patriotic American sea-going labor is essential to our national security.”*

committee.

3. Budget proposals from the House, with the support of the new leadership, call for abolishment of the Federal Maritime Commission and the Interstate Commerce Commission which provide the regulatory structure for the services provided by our industry. If there is no industry, there is no need for a regulatory structure.

4. The administration, in a belated attempt to get on board with the new revolution, has concurred in abolishing the ICC, given only lukewarm support to continuation of the FMC and has come forth with its own plan to cut by half the Department of Transportation and extinguish the Maritime Administration.

5. APL, Sea-Land and Lykes have asked for, and received, permission from the administration to place over a dozen vessels under foreign registry.

Maritime jurisdiction in the House is now split between the Transportation Committee and the National Security Committee, with the National Security Committee having lead responsibility on the issue of maritime reform.

If the National Security Committee is going to be the determinative body of the House on maritime reform, then an obvious question is whether the Department of Defense, which relied on U.S.-flag vessels to carry 90 percent of the supplies in support of Desert Storm/Desert Shield, will now speak up for the Merchant Marine as a critical part of our national security capability.

In the 32 years I have been involved in these issues, I am not aware of the Department of Defense ever taking the position that government financial support of the U.S. merchant marine is essential for national security. They are not saying it now, and I do not think we can expect them to say it in the future.

The reality is that DOD is a strong and powerful competitor for decreasing budget dollars. In order to build their own military hardware, including their own sealift capability, they cannot be expected to ask for budget dollars to go to our industry when they might get that money for themselves.

Department of Defense plan-

ning documents that I have seen estimate that DOD will spend \$15.1 billion between fiscal year 1995 and fiscal year 2004 simply to enhance their sealift capacity from their approximately 12 million square feet of lift capacity today to approximately 20 million square feet by 2004. The square footage cost for DOD's new sealift will be about 10 times the cost per square foot on the 50 ships that would receive support under the proposed Maritime Security Program, which is a modest \$100 million a year over 10 years for 50 U.S.-flag vessels.

Am I unhappy with the Department of Defense? No. They are a very important customer of ours in the Alaska trade. Just because the U.S.-flag fleet carries DOD cargoes critical for the success of any military conflict, we cannot expect DOD to carry our water. DOD will plead the case for their department budget. We must plead our case ourselves to the Congress.

The United States Congress must make a new determination that a U.S.-flag fleet employing trained, skilled, loyal and patriotic American seagoing labor is essential to our national security. That determination is the job of Congress—not DOD. Part of the genius of our system is that elected civilians command the military, and it is only Congress that can declare war or fund our security needs.

There seem to be two key points that are emerging from this new revolution and from this new conservative Congress: (1) Basic economic activity must live or die

*“If the Congress w  
U.S.-flag carriers  
free-market basis  
the U.S. flag, then  
must be willing to  
market principles  
what it wants.”*



Following delivery of his lecture, Stanley Barer (right) receives a glass etching of Paul Hall from Dr. Robert Friedheim, director of the USC School of International Relations, which oversees the endowment for the program series.

The speaker for the 1995 Paul Hall Memorial Lecture was Stanley H. Barer, the cochairman and chief executive officer of Totem Resources Corporation (TRC), of which he is one of the principal owners.

TRC is a holding company for three U.S.-flag maritime operating entities. Two of TRC's three subsidiaries, Totem Ocean Trailer Express, Inc. and Interocean Management Corporation, are SIU-contracted companies.

Barer's interest in maritime began in the 1960s when he worked in a variety of capacities with the U.S. Senate Committee on Commerce, including maritime counsel, transportation counsel and acting general counsel. He became the administrative assistant to U.S. Senator Warren G. Magnuson (chairman of the Senate Committee on Commerce, Science and Transportation) from 1969 to 1974.

While serving on the committee, Barer had many opportunities to work on maritime legislation with the late SIU President Paul Hall.

The lecture series honors the memory of Hall, who served as the SIU's principal officer from the late 1940s until his death in 1980. Hall fought for a strong U.S.-flag merchant marine and worked with Congress to pass many maritime bills, including the Merchant Marine Act of 1970.

An endowment to honor Hall was established at the University of Southern California by friends and associates in organized labor and the maritime industry shortly after his death. The endowment honors distinguished contributors to marine transportation by providing a public forum for their thoughts in the form of an annual lecture. The first lecture was delivered in 1987.

by free market rules; and (2) if the government mandates something, it must pay for it and, conversely, the government will not mandate unless it does pay for it.

I agree that the U.S.-flag international carriers must live or die in a free market—which is a global market. There is no justification in a free market for privately owned U.S. maritime companies remaining under the U.S. flag unless the free market system rewards them sufficiently to do so. They can choose to remain under the U.S. flag if it is the most profitable and responsible choice for their shareholders. Therefore, if the Congress wants our private U.S.-flag carriers to choose on a free-market basis to remain under the U.S. flag, then the Congress must be willing to pay on free-market principles a fair price for what it wants.

I understand and sympathize with the plight of the Congress. They are well meaning people who want to get government spending under control. I applaud the efforts to get rid of unnecessary federal expenditures and to not mandate acts or responsibilities for which the government will not pay. But in spite of the past CDS and ODS payments and the proposed Maritime Security payments, the U.S. Merchant Marine returns far more to the American treasury in tax revenues than the cost of those programs.\*

With the construction payments stopped in 1980, and ODS about to expire, the question now before the Congress is whether the federal government is willing to back up its mandates in the future for the hiring of U.S. nationals and the right to take our ships in the event of a national emergency.

Congress has decided not to put unfunded mandates on the states even though states have the ability to tax their citizens and face no competition for their existence. How then could Congress possibly continue to mandate private U.S.-flag carriers to incur non-market justified expenditures and obligations for their vessels in the name of na-

\*[Editor's note: CDS means construction differential program, which provided funding to shipbuilders to compensate for the higher cost of constructing ships in U.S. yards. The last grant issued under this program was in 1980. ODS stands for operating differential subsidy, which U.S.-flag operators receive to cover expenses related to crew cost, maintenance and insurance. Finally, Maritime Security refers to the proposed maritime revitalization program being debated in Congress.]

***“The Maritime Security Program must be passed quickly, or there is no question that our international carriers will reflag.”***

tional security without Congress paying for such mandates? After all, in contrast to the states, we are taxpayers, not tax collectors, and we must compete to survive. Unfunded mandates are far more devastating to us than to the states.

Now I can fully understand why the government has mandated that the U.S.-flag carriers hire skilled U.S. seagoing labor, because a pool of such labor is absolutely essential for our national security. And I can understand why the government has mandated that a U.S.-flag vessel must be available to the Department of Defense in time of national emergency. Again, it is required by national security.

Could we do another Desert Storm with no U.S.-flag shipping available? There are very few military excursions where the enemy pays you the courtesy of sitting quietly for eight months waiting for you to put all your supplies and troops on the ground.

There are very few military excursions where there is no threat to your supply line from those who do not agree with your military activities. We will not always be as lucky as we were in Desert Storm. Can we really afford to give up our supply capability?

If Congress chooses not to provide future support for U.S.-flag international carriers, what would be the response of a future secretary of Defense or chairman of the Joint Chiefs of Staff called to the White House by a president who asks: “As a matter of national security, I have determined we must intervene in Country X. What are our military options?”

If we have no U.S. merchant marine capability, no reliable long-term supply system, and no trained U.S. mariners, it would seem that the only options are either to *not* protect our national interests in Country X, or go in and blow up everything as fast as we can with bombers. Anything that involves long-term supply becomes a meaningless option. And we all know how things work: the option you do not plan for or prepare for is one likely to occur.

If our national security requires the option of planning and implementing military scenarios that require secure, long-term supply efforts, even efforts enjoying the support of most nations, such as the one in Desert Storm, or more controversial ones, such as we experienced in Vietnam, then the government must be willing to pay for the American labor pool it mandates as essential to our national security, and to pay for the right to use and have available U.S.-flag vessels in the event of emergency. That is what the free market is all about. This is *not* subsidy. This is the U.S. government, as a shipper, paying for the shipping services it requires. If Congress is going to mandate these requirements, it must put its money where its

mouth is and provide fair compensation for the mandated activity.

When we look at some other things the government spends money on, like the tobacco program which is one component of the multi-billion annual farm support system, it is a different situation. I do not believe that growing tobacco or smoking tobacco is a vital component of our national security.

The U.S. Centers for Disease Control and Prevention attributes 400,000 deaths each year in the United States to smoking cigarettes. The annual cost to our economy because of tobacco use is estimated in excess of \$100 billion each year, consisting of \$50 billion in direct medical costs, and \$50 billion in lost productivity according to the U.S. Office of Technology Assessment.

The government loses no money in its price support and loan programs for tobacco farmers. But I suggest to those of you who must make the hard choices on where the government should mandate and provide funds, you should at least treat an industry that is essential for national security as favorably as one that creates the product that kills 400,000 of our citizens a year and costs us \$100 billion annually in medical and productivity losses. If the current U.S.-flag carrier must live by global market forces, the carrier will survive—but not necessarily under the U.S. flag. The question is whether the government can make it possible for the industry to survive under the U.S. flag, which is clearly what the operators would prefer.

***“If DOD wants the continuing right to use a U.S.-flag vessel, it should pay for that right under long-term contracts.”***

**T**he Maritime Security Program must be passed quickly, or there is no question that our international carriers will reflag and move increasingly to non-American labor. They will have no choice. But long term I do not think that the Maritime Security Program is the complete answer.

An historic problem with operating differential subsidy that would continue under the proposed Maritime Security Program is that both programs mix the national-security-imposed mandate of employing a skilled pool of American labor at domestic employment benefit levels with the government's additional mandate that U.S.-flag vessels, as well as this pool of labor, must be made available to the government in the event of national emergency.

Well, let's consider doing this as you really should in a free

market. If the Department of Defense wants to count on commercial sealift capacity of U.S.-flag vessels as a part of its assured sealift capability, then it should pay the fair market price for reserving that availability. That is how a free market works. If a shipper reserves space, the shipper pays for it—just as you pay for a hotel room you've reserved, whether or not you sleep in it. And just as we pay for fire trucks and firefighters, whether or not there is a fire to be fought.

If DOD wants the continuing right to use a U.S.-flag vessel, it should pay for that right under long-term contracts, just as would any other shipper under a multi-year service contract. Would the payment by the government of \$100 million a year for 50 U.S.-flag vessels be a subsidy to the operators? Of course not. It is undisputed that the cost to the operator for choosing U.S.-flag vessels is a conservative \$3 million a year per vessel. That is \$150 million annually in costs for the 50 ships.

And that is before you consider the market risks of losing substantial commercial operations if the ships are taken for some period of time, that your vessels and crews may be blown up in a war zone, and that the government is a notoriously slow-paying customer.

Obviously, if you were writing a service contract on market principles covering the 50 vessels, you would charge much more than \$100 million a year. At \$100 million a year, the government as a shipper is receiving the right to transportation services at below market and noncompensatory levels. The only subsidy here is from the operators to the government.

Similarly, if the Congress believes, as do I, that there is a national security imperative that U.S.-flag carriers employ skilled American labor who want to assure that their sons and daughters,

in the global market. The government should pay for this benefit directly to the people providing that benefit, and that is American seagoing labor. That is the way a free market works. We are willing in this industry to live by the free market and to recognize that there is no free lunch. The government must also accept the free market and not expect a free lunch.

**N**ow, as my companies are domestic U.S.-flag carriers, I want to comment on the Jones Act. Jones Act carriers receive no funding from the government. Some say we are protected in that foreign carriers are not allowed to compete in domestic transport. That is true.

Foreign trucking companies cannot bring their trucks and drivers here to compete against American truckers. And the railroads cannot bring in foreign labor to compete in domestic transport, just as foreign air carriers with foreign crews cannot carry passengers and cargo in our domestic system.

The bottom line is that domestic transportation involves jobs inside America, and those jobs should be performed by Americans. That is what the Jones Act provides. And that is what our national labor and immigration laws require for every industry in America.

If we ever reach the point that America cannot afford to have our own citizens perform our own basic industry activities inside our own country, then we are in trouble well beyond whether or not we should have a Jones Act.

So if our Congress ever becomes committed to cutting costs domestically for the benefit of shippers by throwing Americans out of domestic transport jobs in shipping, trucking, rail or aviation, then Congress should do the same thing for the taxpayers. Throw those high-cost Americans out of American government jobs. I suspect that 90 percent of the jobs performed by government employees could be performed cheaper and as efficiently if we brought in low-cost foreign labor to perform those functions.

I think we would be crazy to either abolish the Jones Act or bring foreigners in to perform jobs—private or governmental—in our domestic economy when there are Americans who are ready, willing and able to perform those jobs.

**I**n summary, I say this: Our industry, as we have known it, is just about dead, and the only emergency first aid is quick and immediate passage of the Maritime Security Program legislation. But long term the government must learn, as we are learning, that there is no free lunch and the government must pay for what it wants in the free market.

And there is another principle that is at the heart of conservatism and should be heeded by our new conservative Congress. Do not throw out ways of doing things that are cost effective, time tested and work well, particularly when the alternatives are unknown, untested and dangerous.

The conservative thing to do is to support full funding for the U.S.-flag carriers.

as well as ours, will not die on the battlefield for lack of delivery of critical supplies, then Congress should consider whether the Department of Defense should be required to pay directly to American maritime labor members that amount of their annual compensation, benefits and retirement that exceeds world-market prices and assures the existence of the necessary labor pool. Then the U.S.-flag operator can pay American seamen a world market price. The government pays directly for the active and reserve members of our armed forces to be trained and ready and then hopes they need never be used. The same principle should apply to our merchant seamen.

This pool of skilled American labor is a mandated national security requirement of benefit to the government, not of benefit directly to the operator competing

***wants our private  
to choose on a  
to remain under  
the Congress  
pay on free-  
fair price for***

# Seafarers Operate Ferries to Michigan Island

Transporting approximately one million tourists and "everything from diapers and groceries to hundreds of horses" is what keeps Seafarers who operate the 11 Arnold Transit Company ferries to and from Mackinac Island, Mich. busy, according to Captain Paul Allers.

Allers has been a union member since 1956, when the SIU was selected as the bargaining unit by those seamen who operate the ferries.

He notes that the ferries—self-propelled freight barges which depart from the cities of St. Ignace and Mackinaw City, Mich.—are the most popular mode of transportation to and from the historic island. They not only transport passengers; they also bring everything needed by the island's residents.

Transportation of materials on the freight barges increases during the summer months when the year-round population of 550 soars to more than 5,000, thanks to seasonal residents and tourists.

### No Motor Vehicles

Located between Michigan's upper and lower peninsulas in the Straits of Mackinac, the 12.5 square mile island is accessible only by boat or airplane. While some tourists travel on their personal boats and others by air, the majority of visitors to Mackinac Island rely on the SIU crewed ferries to get them to the village, where cottages dating back to the 1800s have been perfectly preserved.

The captain stated two SIU crewed freight boats—the *Cor-sair* and *Beaver*—regularly bring supplies to Mackinac Island from the mainland. Among the items shipped are food, beverages, bicycles and horses. Seafarers also transport "thousands of gallons of oil" to the island which are used for heating.

Allers noted that every spring, the ferries bring about 600-700 horses to the island and transport them back to St. Ignace for boarding at the end of the peak tourist season. Approximately 24 horses stay year round for use by the island's permanent residents.

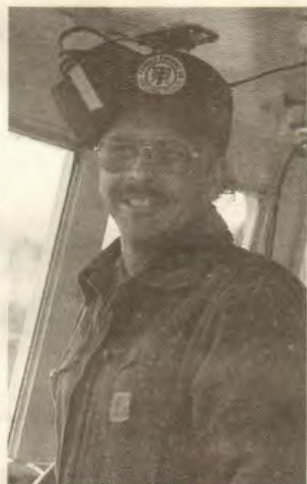
While on the island, transportation is by bicycle, foot or horse-drawn carriage. There are no cars (except for three fire trucks) allowed, so horses are used to transport most of the people and freight to and from the SIU crewed ferries as well as around the island.

### Record-Breaking Summer

During the peak tourist season of May through October, the ferries cross the Straits of Mackinac to the island from Mackinaw City and St. Ignace every half hour.

"We are tremendously busy in the summer," Allers told a reporter for the *Seafarers LOG*. "Last year was our busiest ever. We started out early this year and think it will be another record-breaking year as far as the number of tourists goes. But we all enjoy it. The visitors are really nice people," he said.

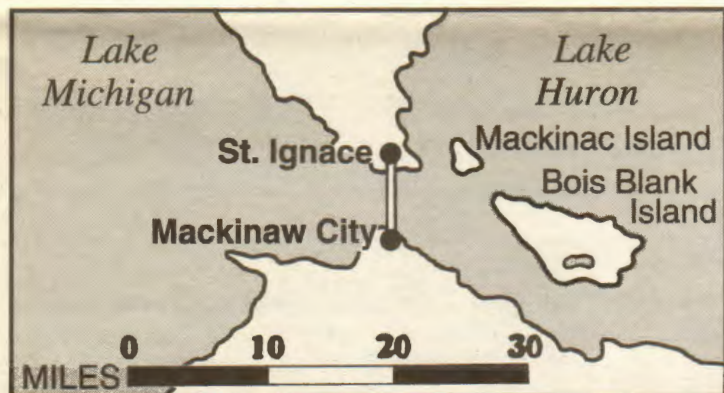
Allers noted that tourism to the island has increased dramatically.



TOP LEFT Captain Ray Wilkens prepares to navigate the *Huron* back across the Straits of Mackinac to pick up passengers waiting at the dock in St. Ignace, Mich.

ABOVE Captain Paul Allers (right) and Mate James Webster stand outside the pilothouse as passengers leave the *Arnold* upon arrival at Mackinac Island, Mich.

LEFT After reaching their destination of Mackinaw City, Mich., Purser Ron Halberg (left) and Engineer Robert Horn move the gangway.



Last year's figures show about one million people visited Mackinac Island during its peak season.

Because of the mild winter along the Great Lakes, the ferries did not stop service to the island until the first week of February. The ferries were back on the water by March 24, the shortest winter break that Allers can recall in all his years with the company.

### Years Bring Changes

Commenting on the changes he has seen in ferry transportation to Mackinac Island in his maritime career, Allers said, "When I first started out, we had steamboats where we had to shovel coal into their engines to keep them going, and this month we are getting a jet-powered catamaran in service. Things sure have changed since I first started," he said.

The company will add a new

catamaran, the *Straits Express*, to its fleet early this month. Allers stated it is the only jet-powered boat in the country and is reported to be even faster than two of its sister ships, the *Mackinac Express* and *Island Express*, which can transport passengers between the mainland cities and the island in 15 minutes.

The catamarans are considered to be the most luxurious passenger ferries operating on the Great Lakes. They have comfortable, theater-style seating with booths and tables. They also are equipped with glass-enclosed lounges and open-air decks.

The other vessels in the ferry fleet—the *Heron*, *Mohawk*, *Straits of Mackinac II*, *Ottawa*, *Chippewa* and *Algoma*—provide a 35-minute ride to and from the island.

"Captain Ray Wilkens and I

have been here since the first SIU contract, and not only have our boats changed, but so have the contracts," he added.

"The union has really advanced a lot in the way it provides benefits to the members," Allers added.

He noted that the Lundeberg School in Piney Point, Md. is very important for all Seafarers, and he constantly encourages his crews to upgrade in the off-season. He stated several of the crewmembers who work aboard the ferries recently took advantage of the 4-hour radar operations course when it was offered by Piney Point instructors at the Algonac, Mich. union hall.

Arnold Transit began operations in 1878 with one ferry carrying supplies to lumber camps on the island. The SIU represents the captains, mates, pursers and engineers aboard the company's 11 boats.

## Steady Workload For LNG Leo Crew Keeps Vessel Sailing On Busy Schedule

Due to the *LNG Leo's* continuous service between Kobe, Japan and Arun, Indonesia, work performed by crewmembers is as arduous as it is routine, according to QMED Paul Pagano.

Pagano, who recently signed off the LNG tanker to attend upgrading classes at the Paul Hall Center in Piney Point, Md., has sailed aboard several of Energy Transportation Corp.'s (ETC) LNG tankers during his four-year career with the SIU.

"We work really hard to keep the ships in top form because we are constantly on the go," stated the QMED, who currently is enrolled in a welding course at the school. "The work is predictable but very necessary if the ship is to continue to function properly."

Among the duties handled by the engine department are basic welding, preventive maintenance on off-line machinery, bilge work, changing oil, pulling strainers and securing and checking valves.

While routine maintenance is performed on a continuing basis at sea, LNG tankers return to the shipyard four times each year.

There is a lot of hard work that goes into preparing the tankers for the shipyard, said Pagano.

"We do as much as possible before we arrive in



Preparing the *Leo* for the shipyard are (from left) AB Darren Collins, AB Mustari Lalong and Recertified Bosun Philip Parisi.



*Leo* steward department members gather in front of the salad bar. They are (from left) SA Jamil Shaibi, Chief Cook Glenn Williams, SA Jose Iglesia Jr. and Steward/Baker Henry Jones Jr. Not pictured is SA Gloria Melliush.



QMED Paul Pagano performs some preventive maintenance—greasing winches—aboard the *LNG Leo*.

the shipyard. Shortly before the vessel arrives, the captain is notified of the work scheduled to take place. If we can begin the work with the materials we have on board, we perform these extra duties after all regular maintenance is finished. This is what we call "shipyard work," the Piney Point graduate added.

The ETC tanker—along with its sister vessels (*LNG Aquarius*, *LNG Aries*, *LNG Capricorn*, *LNG Gemini*, *LNG Libra*, *LNG Taurus* and *LNG Virgo*)—shuttle liquefied natural gas between Arun and Kobe every 14 days.

# Dispatchers' Report for Deep Sea

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

APRIL 16 — MAY 15, 1995

Port	DECK DEPARTMENT									
	Class A	Class B	Class C	Class A	Class B	Class C	Trip Reliefs	Class A	Class B	Class C
New York	22	28	4	19	24	1	8	59	61	9
Philadelphia	3	4	2	0	8	1	0	6	6	3
Baltimore	5	10	1	6	8	0	1	3	11	3
Norfolk	18	13	4	10	9	8	8	22	23	10
Mobile	7	17	1	4	2	1	1	17	31	0
New Orleans	22	18	6	10	11	1	5	49	39	8
Jacksonville	20	18	4	21	13	1	16	33	31	8
San Francisco	20	36	2	16	14	2	8	50	47	5
Wilmington	18	16	4	17	15	2	8	23	32	12
Seattle	27	27	3	21	11	1	5	43	48	7
Puerto Rico	7	6	5	4	5	1	3	14	4	10
Honolulu	4	18	8	2	13	7	5	9	27	10
Houston	21	20	6	24	20	0	5	43	51	19
St. Louis	1	1	0	2	0	0	0	1	1	0
Piney Point	3	6	0	2	3	0	0	3	8	0
Algonac	1	3	0	1	1	0	0	0	4	0
<b>Totals</b>	<b>199</b>	<b>241</b>	<b>50</b>	<b>159</b>	<b>157</b>	<b>26</b>	<b>73</b>	<b>375</b>	<b>424</b>	<b>104</b>

Port	ENGINE DEPARTMENT									
	Class A	Class B	Class C	Class A	Class B	Class C	Trip Reliefs	Class A	Class B	Class C
New York	16	12	1	9	7	0	6	38	35	3
Philadelphia	1	1	1	1	0	1	0	3	6	1
Baltimore	2	8	0	3	6	0	0	4	10	1
Norfolk	8	9	1	5	6	2	1	12	18	8
Mobile	10	8	0	2	4	0	0	15	13	1
New Orleans	13	14	1	6	5	0	1	25	31	7
Jacksonville	13	16	1	14	14	0	5	17	24	4
San Francisco	9	16	5	8	12	2	5	24	24	4
Wilmington	6	11	5	7	11	2	5	11	13	8
Seattle	12	13	1	11	9	0	5	26	26	3
Puerto Rico	5	2	1	4	5	1	5	7	3	2
Honolulu	2	14	7	4	12	4	6	6	13	7
Houston	12	10	2	15	12	1	5	20	27	3
St. Louis	0	1	0	0	1	0	0	0	3	0
Piney Point	3	4	1	3	4	1	1	4	11	3
Algonac	0	2	0	0	1	0	0	0	1	0
<b>Totals</b>	<b>112</b>	<b>141</b>	<b>27</b>	<b>92</b>	<b>109</b>	<b>14</b>	<b>45</b>	<b>212</b>	<b>258</b>	<b>55</b>

Port	STEWARD DEPARTMENT									
	Class A	Class B	Class C	Class A	Class B	Class C	Trip Reliefs	Class A	Class B	Class C
New York	22	13	0	10	8	0	6	39	24	0
Philadelphia	1	3	0	0	2	0	0	2	3	3
Baltimore	2	2	0	1	0	0	0	5	2	0
Norfolk	4	9	2	0	5	2	6	11	15	5
Mobile	3	4	0	4	2	1	2	11	9	2
New Orleans	10	9	1	3	3	1	3	21	19	3
Jacksonville	11	2	2	6	4	2	10	17	9	4
San Francisco	31	11	0	23	5	1	10	67	16	6
Wilmington	14	4	2	10	6	3	8	21	7	4
Seattle	9	6	1	13	7	1	2	27	9	2
Puerto Rico	4	4	0	1	2	0	2	7	3	2
Honolulu	6	7	3	1	0	2	2	14	15	10
Houston	9	6	0	10	0	0	1	14	10	4
St. Louis	2	1	0	2	1	0	0	1	0	0
Piney Point	4	6	1	3	1	0	0	7	9	2
Algonac	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>132</b>	<b>87</b>	<b>12</b>	<b>87</b>	<b>46</b>	<b>13</b>	<b>52</b>	<b>264</b>	<b>150</b>	<b>47</b>

Port	ENTRY DEPARTMENT									
	Class A	Class B	Class C	Class A	Class B	Class C	Trip Reliefs	Class A	Class B	Class C
New York	6	36	6	4	21	0	0	15	72	30
Philadelphia	1	3	0	0	1	0	0	2	3	2
Baltimore	1	10	3	0	6	3	0	1	9	7
Norfolk	1	11	16	2	6	13	0	6	24	36
Mobile	1	17	0	0	3	1	0	2	35	0
New Orleans	4	16	8	3	6	2	0	9	38	24
Jacksonville	1	12	12	0	10	6	0	3	21	18
San Francisco	6	20	10	4	8	2	0	21	43	19
Wilmington	5	16	9	4	10	7	0	7	35	19
Seattle	11	22	10	7	12	1	0	15	34	20
Puerto Rico	3	7	3	2	3	0	0	8	11	14
Honolulu	8	24	65	2	5	13	0	12	79	174
Houston	1	12	0	3	7	0	0	2	36	12
St. Louis	0	3	0	0	1	0	0	0	3	0
Piney Point	1	33	2	0	13	0	0	1	42	3
Algonac	0	0	0	0	0	0	0	0	0	2
<b>Totals</b>	<b>50</b>	<b>242</b>	<b>144</b>	<b>31</b>	<b>112</b>	<b>48</b>	<b>0</b>	<b>104</b>	<b>485</b>	<b>380</b>

<b>Totals All Departments</b>	<b>493</b>	<b>711</b>	<b>233</b>	<b>369</b>	<b>424</b>	<b>101</b>	<b>170</b>	<b>955</b>	<b>1,317</b>	<b>586</b>
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\* "Total Registered" means the number of Seafarers who actually registered for shipping at the port.  
 \*\* "Registered on Beach" means the total number of Seafarers registered at the port.

## July & August 1995 Membership Meetings Deep Sea, Lakes, Inland Waters

- Piney Point**  
Monday: July 3, August 7
- New York**  
Wednesday, July 5\*; Tuesday, August 8  
*\*changed by Independence Day holiday*
- Philadelphia**  
Wednesday: July 5, August 9
- Baltimore**  
Thursday: July 6, August 10
- Norfolk**  
Thursday: July 6, August 10
- Jacksonville**  
Thursday: July 6, August 10
- Algonac**  
Friday: July 7, August 11
- Houston**  
Monday: July 10, August 14
- New Orleans**  
Tuesday: July 11, August 15
- Mobile**  
Wednesday: July 12, August 16
- San Francisco**  
Thursday: July 13, August 17
- Wilmington**  
Monday: July 17; Tuesday, August 22\*  
*\*changed by Paul Hall birthday holiday*
- Seattle**  
Friday: July 21, August 25
- San Juan**  
Thursday: July 6, August 10
- St. Louis**  
Friday: July 14, August 18
- Honolulu**  
Friday: July 14, August 18
- Duluth**  
Wednesday: July 12, August 16
- Jersey City**  
Wednesday: July 19, August 23
- New Bedford**  
Tuesday: July 18, August 22

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

### Personals

#### KEVIN COOPER

Please contact your brother, Bill Cooper, at 64 Grant Avenue, Piscataway, NJ 08854; telephone (908) 752-6134.

#### GARY DAHL

Please call you father, Don, at (301) 423-3612.

#### FRIENDS OF AB GERARD (JERRY) McCARTHY

Anyone who knew Jerry and sailed with him on the *Sgt. Matej Kocak* from February 2 to February 23, 1995, prior to his passing away, please contact his wife, Janet, at (904) 375-0004.

#### CARL ROBERT PARDY

Please contact your cousin, Edward Kramer, at 74-11 58th Avenue, Elmhurst, NY 11373.

### Notice

#### VIRGINIA-BASED MERCHANT MARINE VETS MEET MONTHLY

The Hampton Roads, Virginia Chapter of the American Merchant Marine Veterans, Wives, Orphans and Survivors conducts its business meetings at 5 p.m. on the fourth Friday of each month in the Veterans' Room of the War Memorial Museum of Virginia, 9285 Warwick Blvd. at Huntington Park in Newport News, Va.

Meeting dates for the remainder of the year are as follows: June 23, July 28, August 25, September 22, October 27, November 24 and December 22.

Anyone interested in joining the chapter or attending an upcoming meeting may contact retired SIU member Max Simerly at P.O. Box 5721, Newport News, VA 23605-0721; telephone (804) 247-1656. (Simerly is one of several retired Seafarers who belongs to the chapter.)

**Seafarers International  
Union Directory**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Government Services Division  
(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**

APRIL 16—MAY 15, 1995

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

Port	DECK DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	19	4	0	23	1	0	33	7
Port	ENGINE DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	10	3	0	5	5	0	16	3
Port	STEWARD DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	4	1	0	9	1	0	8	0
Port	ENTRY DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	10	15	0	0	0	0	35	27
<b>Totals All Departments</b>	<b>0</b>	<b>43</b>	<b>23</b>	<b>0</b>	<b>37</b>	<b>7</b>	<b>0</b>	<b>92</b>	<b>37</b>

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

**Dispatchers' Report for Inland Waters**

APRIL 16 — MAY 15, 1995

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

Region	DECK DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Atlantic Coast	3	0	0	6	0	0	12	2	0
Gulf Coast	1	1	5	0	0	0	3	4	11
Lakes & Inland Waters	39	0	0	16	0	0	22	0	0
West Coast	2	0	6	27	4	0	7	6	32
<b>Totals</b>	<b>45</b>	<b>1</b>	<b>11</b>	<b>49</b>	<b>4</b>	<b>0</b>	<b>44</b>	<b>12</b>	<b>43</b>
Region	ENGINE DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Atlantic Coast	1	0	0	2	0	0	2	1	0
Gulf Coast	0	0	1	0	0	1	0	1	2
Lakes & Inland Waters	9	0	0	7	0	0	12	0	0
West Coast	0	0	1	0	0	0	0	0	1
<b>Totals</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>2</b>	<b>3</b>
Region	STEWARD DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Atlantic Coast	1	0	0	1	0	0	3	0	0
Gulf Coast	2	1	0	0	0	0	3	1	1
Lakes & Inland Waters	1	0	0	1	0	0	4	0	0
West Coast	0	1	4	0	0	3	0	2	9
<b>Totals</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>10</b>	<b>3</b>	<b>10</b>
<b>Totals All Departments</b>	<b>59</b>	<b>3</b>	<b>17</b>	<b>60</b>	<b>4</b>	<b>4</b>	<b>68</b>	<b>17</b>	<b>56</b>

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

**Are You Missing Important Mail?**

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

If you have moved recently or feel

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

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

If you are getting more than one

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

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

**HOME ADDRESS FORM**

(PLEASE PRINT)

6/95

Name \_\_\_\_\_

Phone No. ( ) \_\_\_\_\_

Address \_\_\_\_\_

Social Security No. \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_ Book No. \_\_\_\_\_

Active SIU  Pensioner  
 Other \_\_\_\_\_

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

(Signed) \_\_\_\_\_



This month, the Seafarers Pension Plan announces the retirements of 24 SIU members who have completed long and successful careers as merchant mariners.

Seventeen of those signing off sailed in the deep sea division, six navigated the inland waterways and one worked on Great Lakes vessels.

Fifteen of the retiring Seafarers served in the U.S. military—seven in the Navy, six in the Army, and one each in the Air Force and Marine Corps.

Five of those beginning their shoreside years graduated from recertification courses at the Lundeberg School in Piney Point, Md. **John T. Adams, Robert C. Gorbea, Albert C. Pickford** and **Ulus S. Veach Jr.** successfully completed the bosun recertification course; **John A. Pratt** received his recertification in the steward program.

The oldest retiring members this month are **Clarence W. Benoit, 72, Gerardo Lopez, 71, and Giuseppe Boccanfuso, 70.**

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

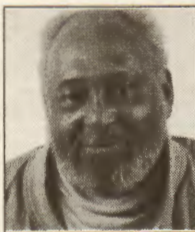
**DEEP SEA**



**JOHN T. ADAMS, 55,** graduated from the Andrew Furuseth Training School in

1959 and signed on with the Seafarers in the port of New York. Brother Adams sailed in the deck department and completed the bosun recertification course in 1975 at the Lundeberg School in Piney Point, Md. From 1957 to 1959, he served in the U.S. Army. Born in New York, Brother Adams now resides in Florida.

**CURTIS L. BRODNAX, 62,** joined the SIU in 1962 in the port of New York. The Virginia native sailed in both the steward and deck departments. He served in the U.S. Army from 1953 to 1955. Brother Brodnax continues to live in Virginia.



**LEVERNE E. BUCHANAN, 65,** graduated from the Andrew Furuseth Training

School in 1958 and joined the union in the port of Baltimore. Brother Buchanan sailed in the deck department. He served in the U.S. Navy from 1948 to 1952. Born in Pennsylvania, Brother Buchanan has retired to Florida.

**RAYMOND R. CRANE, 65,** began sailing with the SIU in 1953 from the port of New York. Brother



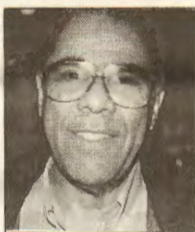
Crane shipped in the engine department and upgraded frequently at the Lundeberg School. He served in the U.S. Army from 1948 to 1951. Brother Crane was born and raised in Pennsylvania and continues to live there.



**WILLIAM S. DILLON, 65,** joined the union in 1962 in the port of Boston. A native of

Massachusetts, Brother Dillon sailed in the engine department and upgraded frequently at the Lundeberg School. He served in the U.S. Army from 1952 to 1955. Brother Dillon has retired to Florida.

**ROBERT C. GORBEA, 65,** signed on with the Seafarers in 1951 in his native New York. Brother



Gorbea sailed as a member of the deck department and successfully finished the bosun recertification course at the Lundeberg School in 1974. He served in the U.S. Navy from 1946 to 1950. Brother Gorbea continues to reside in New York.



**HAZEL JOHNSON, 62,** graduated from the Andrew Furuseth Training School in

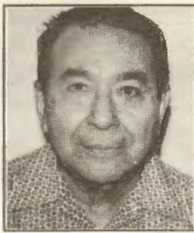
1961 and joined the SIU in the port of New York. Brother Johnson sailed in the steward department and upgraded to chief cook at the Lundeberg School in 1978. Born in South Carolina, he now lives in Delaware.

**JUNIOR N. LARSON, 66,** started his sailing career with the union in 1977 from the port of Duluth, Minn. in the Great Lakes



division. Shipping as a member of the engine department, Brother Larson transferred to deep sea vessels and upgraded at the Lundeberg School. He served in the U.S. Navy from 1945 to 1952. Born in Wisconsin,

Brother Larson continues to live there.



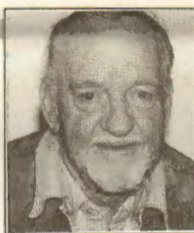
**GERARDO LOPEZ, 71,** began sailing with the union in 1973 from the port of New Orleans.

Brother Lopez shipped in the steward department and upgraded at the Lundeberg School. Born in Mexico, Brother Lopez has retired to Louisiana.

**WILLIAM K. MACDONALD, 60,** signed on with the Seafarers in 1960 in the port of Detroit. He



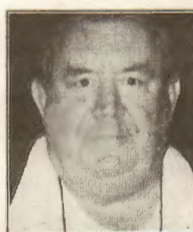
began sailing in the deck department aboard Great Lakes vessels and later transferred his membership to the deep sea division. Born in Scotland, Brother MacDonald makes his home in New York.



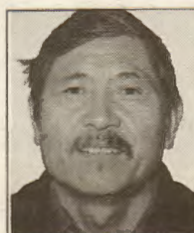
**ALBERT C. PICKFORD, 67,** joined the SIU in 1970 in the port of New York. Sailing in the

deck department, he upgraded at the Lundeberg School and completed the bosun recertification course there in 1984. From 1946 to 1948 he served in the U.S. Navy. A native of New York, Brother Pickford currently resides in West Virginia.

**JOHN A. PRATT, 65,** began sailing with the Marine Cooks and Stewards in 1952 from the port of San Francisco, before that



union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Pratt graduated from the steward recertification course at the Lundeberg School in 1989. He served in the U.S. Navy from 1947 to 1952. A native of New Hampshire, Brother Pratt has retired to Washington.



**HARUYUKI SABUROMARU, 67,** joined the Marine Cooks and Stewards in 1955 in the port of San

Francisco, before that union merged with the SIU's

AGLIWD. Born and raised in California, Brother Saburomaru continues to live there.

**JACK D. SMITHEY, 66,** a graduate of the Andrew Furuseth Training School in 1958, began



sailing with the SIU from the port of Baltimore. A member of the engine department, Brother Smithey attended upgrading courses at the Lundeberg School. He served in the U.S. Navy from 1944 to 1947. Born in West Virginia, Brother Smithey now lives in California.



**ULUS S. VEACH JR., 65,** signed on with the Seafarers in 1948 in the port of New York. The

North Carolina native sailed in the deck department. Brother Veach upgraded at the Lundeberg School and graduated from the bosun recertification course there in 1982. He served in the U.S. Army from 1953 to 1955. Brother Veach continues to reside in North Carolina.

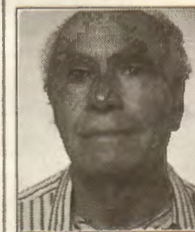
**JERRY E. WOOD, 63,** began sailing with the union in 1949 from the port of Norfolk, Va. as a member of the steward department. Born in Virginia, Brother Wood has retired to his home state.

**STANLEY ZIELEWSKI, 68,** joined the Seafarers in 1970 in the port of New York. Sailing as a



member of the engine department, he upgraded to QMED at the Lundeberg School. Born in Poland, Brother Zielewski became a naturalized U.S. citizen. He makes his home in Florida.

**INLAND**

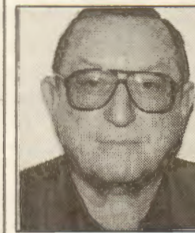


**CLARENCE W. BENOIT, 72,** signed on with the SIU in 1956 in the port of Houston. Boatman

Benoit became a licensed master and pilot, sailing primarily on G&H Towing vessels. From 1943 to 1945, he served in the U.S. Marine Corps. Born in Texas, Boatman Benoit has retired to his native state.

**GIUSEPPE BOCCANFUSO, 70,** joined the Seafarers in 1979

in the port of Wilmington, Calif. He sailed in the steward department as a chief cook. Born in Italy, Boatman Boccanfuso currently resides in California.



**ALEXANDER W. ESCHUK, 69,** began sailing with the SIU in 1979 from the port of Baltimore.

He shipped in the engine department, retiring as a tug engineer. Born in New York, Boatman Eschuk now lives in Florida.

**RICHARD J. GIMPEL, 66,** signed on with the union in 1963 in the port of Detroit, sail-



ing as a member of the deck department. As a member of the inland division, Boatman Gimpel served as a union trustee for the Great Lakes Tug & Dredge Pension Plan from 1987 to December 1994. He served in the U. S. Navy from 1946 to 1947. Born in Minnesota, Boatman Gimpel makes his home in Florida.



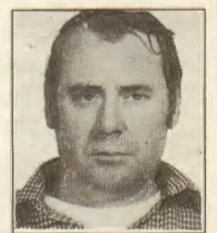
**MARK L. GRAY, 62,** joined the Seafarers in 1961 in the port of Baltimore. Boat-

man Gray, a licensed operator, sailed primarily for Express Marine as a captain. He served in the U.S. Army from 1953 to 1955. Born and raised in North Carolina, Boatman Gray has retired to his home state.

**CHARLES L. ROLLINS, 61,** began his sailing career with the SIU in 1961 from the port of Norfolk, Va. He sailed in the engine department as an engineer and in the deck department as an AB and relief captain. A native of Washington, D. C., Boatman Rollins now resides in Virginia.

**GREAT LAKES**

**JAMES L. WOODROW, 65,** signed on with the union in 1975 in the port of Alpena, Mich. From 1947 to 1956, he served in the U.S. Air Force. Brother Woodrow has retired to his native Michigan.



**HELP  
SUPPORT  
SPAD**

## Gov't Services Division Seafarers Aid in Conversion of Niagara Falls

Members of the SIU's Government Services Division are assisting in the conversion of the former U.S. Navy ship *Niagara Falls*, acquired by the Military Sealift Command's Pacific Fleet (MSCPAC) last fall.

The vessel has been in the Norshipco shipyard in Norfolk, Va. since last November, undergoing a \$22 million overhaul. It is scheduled to leave the yard in August and will operate as a stores ship, supplying other military vessels.

"It's a full conversion," noted Bosun Richard Martinez. "Work has already started on the [underway replenishment] winches and stations. The crews' quarters are being modified, and new elevators for the storage holds are being installed." The *Niagara Falls*' engineering plant also is undergoing repairs and maintenance.

The vessel "is like a big

Safeway grocery store," said Roy "Buck" Mercer, vice president of the SIU's Government Services Division. "It pulls alongside a Navy ship at sea, then transfers supplies. It can resupply two or three vessels at once."

During the refurbishing, approximately 10 Seafarers are working aboard the *Niagara Falls*, which was built by the National Steel and Shipbuilding Company during the late 1960s. "We're not doing a lot of typical deck work, but there are so many other tasks to do to get ready for restocking the ship," said Martinez. "As the [shipyard workers] complete jobs, we start putting things away, reordering supplies, putting things back together. Some of it is hard to explain, but we basically pick up where the yard leaves off."

"We also do more routine work," continued the 30-year member of the Seafarers. "For instance, there's a hangar on here that

carries helicopters. We're going to [sandblast] it and paint it."

### Familiar With Conversions

Martinez is one of several Seafarers on the *Niagara Falls* who has worked aboard other vessels during their respective conversions from Navy ships to MSCPAC craft. Steward Roslito Toledo is another.

"It's a lot of work, but I enjoy it," said Toledo, who joined the union 11 years ago. "I'm working with supply officers, picking up requisitions and materials, working in the warehouse and running a lot of errands. Eventually we'll load her and clean her up."

Toledo added that the shipyard workers occasionally double-check with crewmembers "to make sure the equipment is installed properly and in the right location. They know we're familiar with it."

Bosun Arthur Luellen, who led the deck crew when the ship



Bosun Arthur Luellen (left) and Chief Mate Tony Boudouin take part in ceremonies in Guam last September, during which the *Niagara Falls* was transferred to the Military Sealift Command-Pacific Fleet.

was brought to Norfolk, and AB John Albers have a lot of experience sailing aboard MSCPAC ships. Both deck department members have sailed aboard MSCPAC tankers, integrated tug/barges and oceanographic survey ships. They also have been involved in ship conversions.

"We took the ship from the Navy on September 23, in Guam," recalled Albers. "From there, we sailed to Pearl Harbor and San Diego to discharge cargo, then went through the Panama Canal and to Norfolk."

Albers added that the 30 or so licensed and unlicensed crewmembers working aboard the *Niagara Falls* during the conversion have maintained a busy schedule. "Nobody's staying on the ship, of course, but we're working up to 12 hours a day, six days a week," he said. "Personally, I've been helping to convert cabinets in the storage areas, moving them and standing gangway watch," among

other duties.

When the vessel resumes operating, its crew will consist of roughly 100 civilian mariners.

### Historic Sites

Bosun Martinez noted that most of the Seafarers on board the *Niagara Falls* are from the West Coast, and during off-time they have enjoyed visiting some of the historic areas near Norfolk.

"I went to Williamsburg and I also drove around Yorktown," he said, adding that he hopes to visit The Mariners' Museum in Newport News, Va. sometime soon.

Of course, the *Niagara Falls* has some interesting history itself. Three years ago in the Persian Gulf, the ship became the first Navy vessel to provide vertical replenishment services to a Russian warship. The *Niagara Falls* went on to find and destroy four mines in the Gulf. Later, it was docked in Guam when an earthquake that measured 8.1 on the Richter scale hit the island.



The USNS *Niagara Falls*, a fast stores ship built in the late 1960s, is undergoing a \$22 million conversion in Norfolk, Va. It is expected to return to service in August of this year.

**Company:** RMS Foundation, which operates Queen Mary Seaport

**Facilities:** Located on 55 acres of Long Beach, Calif. waterfront, the Seaport includes the Hotel Queen Mary, along with numerous shops, restaurants and other attractions

**UIW members at Queen Mary:** Involved in virtually all facets of hotel and restaurant operation

**Reservations:** For more information or to make reservations, call (310) 435-3511

**That's a fact:** The Queen Mary is included on the National Register of Historic Places

The Queen Mary Seaport is Long Beach, Calif.'s top tourist attraction. It features the famed Hotel Queen Mary, the permanently docked former ocean liner now operating as a 365-stateroom hotel.

When Seafarers visit the Seaport or stay at the Hotel Queen Mary, they can enjoy the Queen's fascinating history, modern boutiques and scenic location, as well as its scrumptious mix of dining facilities, from snack shops to formal restaurants.

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

So, when SIU members give their patronage to operations like the Queen Mary, they not only receive top-of-the-line goods and services, but also support union workers. The United Industrial Workers (UIW) is one of the autonomous affiliates of the SIUNA, and employees of the Queen Mary are UIW members.

The Seafarers LOG regularly highlights various union-made products and services.



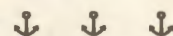
## Maritime Briefs

### MSC Vice Commander Announces Resignation

The Vice Commander of the Military Sealift Command (MSC), Wallace T. Sansone, recently announced he will resign from his position in order to teach at the National Defense University in Washington, D.C.

Sansone, the highest ranking civilian working for MSC, will become the Professor of Sealift Studies at the Industrial College of the Armed Forces, which is a part of the National Defense University, in July.

During his 13 years with the MSC, Sansone oversaw the transition of MSC into the Navy's primary provider of combat logistics forces as well as the development of the major strategic sealift programs which proved invaluable during the Gulf War.



### Dredge Project Begins in Oakland

A massive dredging project designed to deepen the harbor in Oakland, Calif. was under way last month as 20 years worth of mud and silt began to be removed from the port.

The \$42 million project will deepen Oakland's harbor to 42 feet, thereby allowing easier access by containerhips and encouraging other large vessels to frequent the seaport.

The venture ensures that the port of Oakland will continue to serve as a vital link between U.S. and Asian shipping traffic into the next century.



### Adm. Patterson Honored For Restoration of Liberty Ship

Retired Rear Admiral Thomas J. Patterson of the U.S. Maritime Service, the man who spearheaded the effort to restore the Liberty ship *Jeremiah O'Brien* and sail it to Normandy last year for the 50th anniversary of D-Day, recently received two maritime-preservation awards. Patterson garnered the World Ship Trust Maritime Heritage Award, given by World Ship Trust of London, and the American Ship Trust Award, given by the New York-based National Maritime Historical Society.

The *O'Brien* was the only merchant vessel to take part both in the 1944 D-Day invasion and in the 50th anniversary activities in Normandy last year.

# 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.

**LEADER** (Kirby Tankships), March 30—Chairman **Patrick Rankin**, Secretary **Tamara Hanson**, Educational Director **R.A. Gracey**, Deck Delegate **Carson Jordan**, Engine Delegate **Edward Krebs**. Chairman announced crew washing machine repaired and new movies received. He stated payoff upon arrival in Alliance, La. Steward asked crew to keep doors closed when using air conditioning. Educational director requested additional information from Paul Hall Center on Piney Point tanker operations course. He advised all crewmembers to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew discussed purchase of new antenna. Chairman reminded crew of dress policy during meal hours in mess hall.

**LIBERTY SEA** (Liberty Maritime), March 19—Chairman **Tyrone A. Burrell**, Secretary **Michael Davalie**, Deck Delegate **Kevin George**. Crew requested new exercise bike for gym, new sofa in crew lounge and new chairs for mess halls. Crew discussed importance of SPAD donations. Secretary asked contracts department for written clarification of chief cook duties. No beefs or disputed OT reported. Crew noted new washer needed in laundry room. Special vote of thanks extended to galley gang for job well done.

**LIBERTY WAVE** (Liberty Maritime), March 19—Chairman **N. Matthey**, Secretary **Randy Stephens**, Educational Director **Charles Sandino**, Deck Delegate **Michael Hill**. Chairman announced date of arrival in Beaumont, Texas. Engine and steward delegates reported disputed OT. No beefs or disputed OT reported by deck delegate. Crew gave vote of thanks to steward department for job well done.

**OOCL INSPIRATION** (Sea-Land Service), March 18—Chairman **Mark Trepp**, Secretary **Ekow Dofoh**, Educational Director **Fred Dougherty**, Deck Delegate **Douglas Hodges**, Engine Delegate **Sheldon Greenberg**, Steward Delegate **Richard Seligman**. Educational director stressed importance of upgrading at Lundeberg School. Treasurer asked crew to rewind and return movies to proper place. No beefs or disputed OT reported. Crew discussed telex from union headquarters on Sea-Land's reflagging of five vessels. Chairman asked all crewmembers to write representatives and senators urging them not to reflag any more U.S. vessels. All hands thanked steward department for fantastic meals and special treats.

**OVERSEAS VALDEZ** (Maritime Overseas), March 12—Chairman **Roberto Zapeda**, Secretary **William Robles**, Educational Director **Andreas Alexakis**, Deck Delegate **Eddie Hall**, Engine Delegate **Andy Lopez**, Steward Delegate **Joaquin Martinez**. Chairman reported payoff in Port Everglades, Fla. No beefs or disputed OT reported. Crew offered thanks to galley gang for good meals.

**SEA-LAND HAWAII** (Sea-Land Service), March 26—Chairman **James Carter**, Secretary **Rolando Lopez**, Educational Director **Daron Ragucci**, Deck Delegate **A. Musaed**, Engine Delegate **Ahmed Ahmed**, Steward Delegate **Glenn Taan**. Chairman noted new movies

purchased last voyage. Secretary told crewmembers new pillows and mattresses on order. Educational director emphasized importance of upgrading at Paul Hall Center. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Next port: Honolulu.

**SEA-LAND PACIFIC** (Sea-Land Service), March 26—Chairman **Hayden Gifford**, Secretary **Alphonso Davis**. Chairman stressed safety aboard ship. He advised members to upgrade at Lundeberg School as soon as possible and remember to renew z-card before expiration date. Treasurer announced \$420 in ship's fund and \$70 in movie fund. No beefs or disputed OT reported. Crew stated new *Seafarers LOGs* received in port of Tacoma, Wash. Crew thanked galley gang for job well done and for great barbecue. Next port: Tacoma.

**SEA-LAND TRADER** (Sea-Land Service), March 21—Chairman **Mike Willis**, Secretary **Donald Polzin**, Educational Director **Richard Risbeck**, Deck Delegate **Richard Buchanan**, Engine Delegate **Joe Graves Jr.**, Steward Delegate **Clarence Page**. Chairman noted ship to pay off upon arrival in port. Educational director urged members to attend courses at Paul Hall Center. No beefs or disputed OT reported. Crew noted repairs needed on VCR. Steward department thanked for job well done. Next port: Tacoma, Wash.

## Seafarers' Meetings Focus on Politics

*Crew aboard Liberty Sea discusses importance of SPAD donations . . . OOCL Inspiration's chairman asks crewmembers to write senators and representatives urging them not to support further reflagging of U.S. vessels. He notes legislators will not know where Seafarers stand on issues unless they are so informed . . . Crew on Sea-Land Tacoma also stresses need for members to let elected official know the importance of U.S. merchant fleet . . . Sea-Land Spirit's educational director stresses importance of donating to SPAD.*

**SEA-LAND TACOMA** (Sea-Land Service), March 29—Chairman **Joseph Artis**, Secretary **J.D. Hopkins**. Chairman and crew discussed reflagging of five Sea-Land ships. Crew said such action is "a slap in the face" for organized labor and mariners whose devotion helped build American shipping companies such as Sea-Land. Chairman asked crewmembers to write congressional representatives

urging them to prevent flag-outs of American ships and discourage competition by foreign-flag vessels on U.S. ship routes. Bosun noted that Seafarers have helped make Sea-Land a success. Educational director reminded crewmembers to enroll in tanker safety course at Lundeberg School to stay eligible for shipping aboard tankers. Treasurer announced \$796.57 in ship's fund. Crew discussed using money for exercise equipment repairs and new movies. No beefs or disputed OT reported. Crew thanked galley gang for good food and clean ship.

**LNG LEO** (ETC), April 2—Chairman **Philip Parisi**, Secretary **Henry Jones Jr.**, Educational Director **Jeff Yarmola**, Deck Delegate **Darren Collins**, Engine Delegate **Richard Robertson**. Chairman stated no word from headquarters following meeting with ETC. Educational director reminded crew to upgrade at Paul Hall Center. Deck delegate reported disputed OT. No beefs or disputed OT by engine or steward delegates. New crewmembers welcomed aboard. Crew gave vote of appreciation for hard work done by steward department. Next port: Osaka, Japan.

**OMI DYNACHEM** (OMI), April 23—Chairman **Larry Kunc**, Secretary **Steven Wagner**, Educational Director **Jason Etnoyer**, Deck Delegate **Richard Lewis**, Engine Delegate **H.A. Asumari**, Steward Delegate **Heath Bryan**. Chairman discussed tanker operations course being offered at Lundeberg School. Bosun announced payoff when docked in Louisiana and reported tanker going into shipyard in Mobile, Ala. upon discharge of cargo. Educational director noted EPA course now three days instead of two and advised crew to earn refrigeration endorsements at Piney Point as soon as possible. Treasurer reported new movies bought in Gulf; list posted in crew lounge. No beefs or disputed OT reported. Crew extended vote of thanks to steward department. Next port: Los Angeles.

**OOCL INSPIRATION** (Sea-Land Service), April 23—Chairman **Mark Trepp**, Secretary **Ekow Dofoh**, Educational Director **Fred Dougherty**, Deck Delegate **Douglas Hodges**, Engine Delegate **Sheldon Greenberg**, Steward Delegate **Richard Seligman**. Educational director urged members to upgrade at Paul Hall Center and take tanker safety class. No beefs or disputed OT reported. Bosun advised crew to write congressmen and urge them to stop reflagging. He said to inform them the merchant marine is alive and kicking and will fight to keep jobs. He noted government officials will not know where Seafarers stand on issues vital to maritime industry unless they are so informed.

**OVERSEAS OHIO** (Maritime Overseas), April 16—Chairman **Rudolph Hernandez**, Secretary **Earl Gray Sr.**, Educational Director **Scott Wilkinson**, Deck Delegate **Renato Govico**, Engine Delegate **Gregory Johns**, Steward Delegate **Ernest Polk**. Chairman commented on good trip with all departments getting ship's gear in top working order for annual U.S. Coast Guard inspection. Secretary thanked crew for helping keep ship clean and insect-free. He explained new stores' ordering procedure and reminded crewmembers to take tanker safety course being offered at Lundeberg School. Educational director advised crewmembers to take advantage of that and all other courses at the maritime center. No beefs or disputed OT reported. Chairman urged members to read monthly president's report in *Seafarers LOG*. Crew gave vote of thanks to galley gang for job well done. Next port: Long Beach, Calif.

**SEA-LAND DEFENDER** (Sea-Land Service), April 9—Chairman **William Dean**, Secretary **J.J. Alamar**, Educational Director **Al McQuade**. Chairman advised members of letter from SIU President Michael Sacco informing crew of loss of five Sea-Land ships to foreign flag. Educational director encouraged members to upgrade skills at Lundeberg School. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew noted new *Seafarers LOGs* and telex from headquarters received. Crew asked contracts department to keep all union members informed on how many ships are being scrapped or reflagged. Crew gave "one hundred percent vote of thanks" to SIU administration for excellent representation of members and encouraged union to keep up good work.

to leave clean linens for incoming crewmembers.

**SEA-LAND INDEPENDENCE** (Sea-Land Service), April 2—Chairman **Teodulfo Alanano**, Secretary **Robert Castillo**, Educational Director **Gary Dahl**. Bosun thanked deck and steward department members for fine jobs. Educational director reminded members of importance of upgrading at Lundeberg School. No beefs or disputed OT. Chairman advised crew to read *Seafarers LOG* and stay informed on union matters. Crew requested new dryer in crew laundry and new refrigerator in crew lounge.

**SEA-LAND NAVIGATOR** (Sea-Land Service), April 16—Chairman **Werner Becher**, Secretary **J.S. Smith**, Educational Director **Mike Wells**, Deck Delegate **Ken Harder**, Steward Delegate **Jasper Jackson**

## Between Meals



Five members of the *C.S. Long Lines'* steward department meet for a quick snapshot between meal preparations. They are, from left, Second Cook Paul Sullivan, SA J. Paglinawan, Chief Steward D. Collison, Chief Cook Vainu'u Sili and SA Dominico Dacua. The Transoceanic Cable Ship vessel is berthed in Honolulu, Hawaii.

**SEA-LAND EXPLORER** (Sea-Land Service), April 16—Chairman **Jack Kingsley**, Secretary **Lucretia Anderson**, Educational Director **Guy Pollard Lowsley**, Deck Delegate **Sal Lagare**, Engine Delegate **Melvin Layner**, Steward Delegate **Carlito Navarro**. Chairman informed crew of arrival in Long Beach, Calif. He thanked crewmembers for good trip and noted return to Kobe, Japan next voyage. Bosun reminded crew signing off to strip bunks, clean rooms and leave keys on desk. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew acknowledged new issues of *Seafarers LOG*. Telex from SIU President Michael Sacco received and posted.

**SEA-LAND EXPRESS** (Sea-Land Service), April 16—Chairman **Ernest Duhon**, Secretary **George Bryant**, Educational Director **Archie Bell**, Deck Delegate **Dennis Brown**, Engine Delegate **Domingo Milla**, Steward Delegate **Ali Bubaker**. Chairman gave special vote of thanks to Chief Steward Bryant for excellent job. Treasurer reported \$1,000 in ship's movie fund. No beefs or disputed OT reported. Next port: Tacoma, Wash.

**SEA-LAND HAWAII** (Sea-Land Service), April 23—Chairman **James Carter**, Secretary **Rolando Lopez**, Educational Director **Daran Ragucci**, Deck Delegate **A. Musaed**, Engine Delegate **Ahmed Ahmed**, Steward Delegate **Glenn Taan**. Chairman extended thanks and appreciation to galley gang for job well done putting out good quality meals and fine service. He gave special thanks to Chief Cook Taan. Secretary discussed installing radio or tape player for crewmembers in crew lounge. He noted new mattresses will arrive in port of Oakland, Calif. Treasurer announced \$120 in movie fund. No beefs or disputed OT reported. Bosun reminded crew signing off

Jr. Chairman announced payoff in port of Tacoma, Wash. He informed crew that gangway watch will have key to crew lounge while in foreign ports. Educational director encouraged members to take advantage of upgrading opportunities at Paul Hall Center. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew requested second washer and dryer for laundry room. Next port: Oakland, Calif.

**SEA-LAND PRODUCER** (Sea-Land Service), April 18—Chairman **Jack Edwards**, Secretary **David Cunningham**, Educational Director **James Smitko**, Steward Delegate **Paula Kaleikini**. Chairman noted upcoming payoff. He reminded members of tanker safety program at Piney Point that will be required for all crewmembers. Educational director advised members to attend Lundeberg School to further skills. No beefs or disputed OT reported by all three departments. Crew thanked steward department for great food. Steward reminded crewmembers to rewind videotapes and make effort to keep movie room in order. Next port: Long Beach, Calif.

**SEA-LAND SPIRIT** (Sea-Land Service), April 2—Chairman **George Khan**, Secretary **Steven Apodaca**, Educational Director **Charles Henley**, Deck Delegate **Paul Matsos**, Engine Delegate **Mark Lawrence**, Steward Delegate **Keynon Bragg**. Chairman reminded crewmembers no smoking in mess or recreation rooms. He reported results of room inspections. Secretary urged members to upgrade at Paul Hall Center. Educational director stressed importance of donating to SPAD. No beefs or disputed OT reported. Crew thanked steward department for job well done. Galley gang thanked crewmembers for keeping recreation room clean. Next port: Honolulu.

# Know Your Rights

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

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

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

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

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

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

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

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

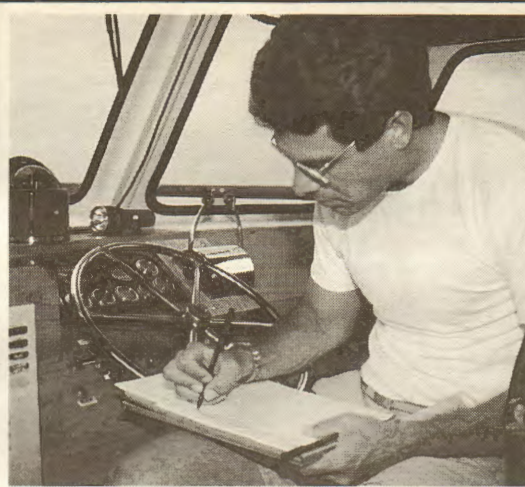
**CONSTITUTIONAL RIGHTS AND OBLIGATIONS.** Copies of the SIU constitution are available in all union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time a member feels any other member or officer is attempting to deprive him or her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

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

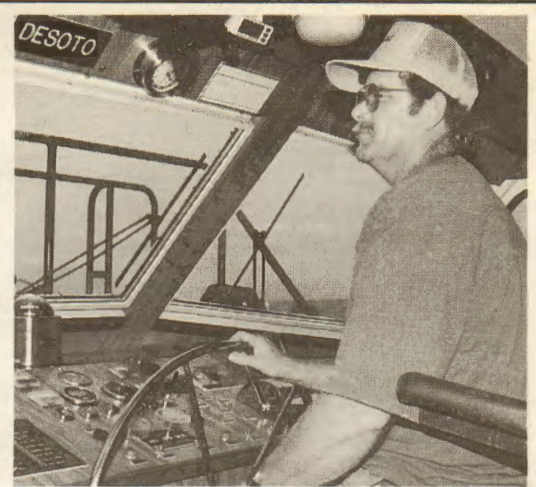
**SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.** SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American merchant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

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

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



Peter Hall, operator of the *Manatee*, makes an entry in the log of his launch services.



Boat Operator Steve Jean is ready to escort a pilot to a vessel waiting to enter the channel.

## Seafarers Deliver Tampa Pilots To Ships

Each time a vessel sails into or out of the Tampa Bay (Fla.) Channel, a pilot is required at the helm. And getting that pilot to and from a specific ship is the job of Seafarers employed by the Tampa Bay Pilots.

The Tampa Bay Pilots monitor all ship traffic in the channel area and send pilots to the vessels requiring their services.

Six SIU members, working

full time on shifts of 12 hours on and 12 hours off, operate the three boats—the *Manatee*, the *DeSoto* and the *Egmont*—from islands and piers along the channel.



Several of the union members were involved in the rescue of 11 mariners following an August 1993 collision and explosion in the channel.



The *DeSoto* is one of three Tampa Bay Pilot boats that escorts pilots to ships waiting to enter the channel.

### LOG-A-RHYTHM

## The Whitecaps

by Tom Sepe

*We place our deceased, for eternal peace,  
In graves marked with marble and stones.*

*But those lost at sea, unfortunately,  
Will never return to their homes.*

*So God, in his grace, has marked their place  
With waves topped with crests of foam.*

*Now, when I see a row of waves  
Each with a foamy crest,*

*I'm reminded of my brothers,  
The Seafarers, gone to rest.*

[Tom Sepe joined the SIU in 1947 after attending the Maritime Service School at Sheephead Bay. He sailed as an oiler on the *Harold I. Pratt* (Isthmian) in 1947 and the *William David* (South Atlantic) in 1948. Brother Sepe upgraded and joined the American Maritime Officers 1975. He has been an instructor at their training center in Dania, Fla. for the last 5½ years. This poem was written by Sepe especially for Maritime Day, May 22, 1995.]

# Final Departures

## DEEP SEA

### EMILIANO R. ALFORQUE

Pensioner Emiliano R. Alforque, 86, died August 30, 1994. Born in the Philippine Islands, he joined the Marine Cooks and Stewards in 1956 in the port of San Francisco, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). He sailed primarily on American President Lines' vessels. Brother Alforque began receiving his pension in March 1973.

### FRANK M. AVISO

Pensioner Frank M. Aviso, 92, passed away January 23. Brother Aviso signed on with the Marine Cooks and Stewards in 1945 in the port of San Francisco, before that union merged with the SIU's AGLIWD. He sailed mainly as a chief cook on American President Lines' vessels. A native of the Philippines, Brother Aviso retired in May 1969.

### THOMAS J. BALL

Pensioner Thomas J. Ball, 82, died March 23. Born in Pennsylvania, he started sailing with the Marine Cooks and Stewards in 1943 in the port of Wilmington, Calif., before that union merged with the SIU's AGLIWD. Brother Ball began receiving his pension in December 1972.

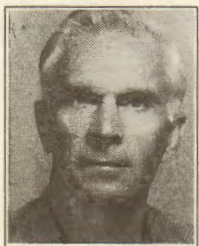
### MIKO J. BERRY

Pensioner Miko J. Berry, 69, passed away April 23. Brother Berry signed on with the Seafarers in 1951 in the port of Mobile, Ala. He sailed in the engine department. Born in Mississippi, Brother Berry retired in May 1991.

### EVARISTO T. BUNGCA YAO SR.

Pensioner Evaristo T. Bungcayao Sr., 89, died October 16, 1994. A native of the Philippine Islands, he began sailing with the Marine Cooks and Stewards in 1946 from the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Bungcayao shipped primarily aboard American President Lines' vessels. He began receiving his pension in October 1969.

### VINCENT CAPITANO



Pensioner Vincent Capitano, 83, passed away April 25. Brother Capitano started sailing with the SIU in 1941 from

the port of New York. He sailed in the deck department. Born in Italy, Brother Capitano retired in February 1977.

### JOSEPH N. CHIARAMONTE



Pensioner Joseph N. Chiaramonte, 64, died April 16. Born in New York, he attended the Andrew Furuseth Training

School and joined the Seafarers in 1958 in the port of New York. He sailed in both the deck and engine departments and upgraded at the Lundeberg School. Brother Chiaramonte began receiving his pension in September 1993.

### ROBERT P. COLEMAN

Pensioner Robert P. Coleman, 70, passed away November 6, 1994.

He signed on with the Marine Cooks and Stewards in 1942 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Born in Kansas, Brother Coleman retired in November 1969.

### PAUL R. CROW

Pensioner Paul R. Crow, 69, died May 3. A native of Arkansas, he began sailing with the SIU in 1965 from the port of Seattle. Brother Crow shipped in the engine department and upgraded frequently at the Lundeberg School. From 1944 to 1945 he served in the U.S. Navy. Brother Crow began receiving his pension in January 1991.

### GABRIEL CRUZ JR.



Gabriel Cruz Jr., 64, passed away April 20. Born in New Jersey, he joined the Seafarers in 1969 in the port of New York. A mem-

ber of the steward department, Brother Cruz upgraded at the Lundeberg School. From 1948 to 1953 he served in the U.S. Army.

### MATEO C. DALUDADO

Pensioner Mateo C. Daludado, 84, died January 20. Brother Daludado signed on with the Marine Cooks and Stewards in 1957 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Daludado sailed on many vessels operated by American President Lines. He retired in September 1973.

### VICTOR DeJESUS



Victor DeJesus, 42, passed away April 20. A native of New York, he joined the SIU in 1969 in the port of Piney Point,

Md., after completing the Lundeberg School's training course for entry level seamen. He sailed in the deck department and upgraded frequently at the Lundeberg School.

### ERNEST DOMINGUEZ

Pensioner Ernest Dominguez, 67, died March 15. Brother Dominguez began his sailing career with the union in 1965 from the port of New York. He shipped in the steward department and upgraded his skills at the Lundeberg School. A native of New York, Brother Dominguez began receiving his pension in December 1992.

### JONG S. DONG

Pensioner Jong S. Dong, 83, passed away January 7. Born in China, Brother Dong joined the Marine Cooks and Stewards in 1955 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Dong retired in December 1972.

### RAYMOND A. DUHRKOPP

Pensioner Raymond A. Duhrkopp, 75, died March 1. A native of New Jersey, he began sailing with the Seafarers in 1944 from the port of New York. Brother Duhrkopp shipped in the engine department and began receiving his pension in July 1982.

### YOSHITAKA FUKAWA

Pensioner Yoshitaka Fukawa, 69, died March 28. Born in California,

he graduated from the Stewards Training School (Pacific) in 1962 and joined the Marine Cooks and Stewards in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Fukawa upgraded at the Lundeberg School in 1980 and retired in September 1989.

### RESTITUTO G. GIMPAYA

Pensioner Restituto G. Gimpaya, 84, passed away April 29. He signed on as a charter member of the Seafarers in 1938 in the port of New York. Brother Gimpaya was active in many union organizing drives. He last sailed in the steward department as a chief cook. Born in the Philippines, Brother Gimpaya began receiving his pension in December 1976.

### ANICETO F. GOSE

Pensioner Aniceto F. Gose, 84, passed away February 7. He joined the Marine Cooks and Stewards in 1944 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Born in the Philippine Islands, Brother Gose retired in June 1973.

### RUSSELL J. HIGBEA



Russell J. Higbea, 35, passed away April 10. Born in Ohio, he signed on with the union in 1989 in the port of Algonac,

Mich. Brother Higbea sailed in the deck department. From 1977 to 1981 he served in the U.S. Navy.

### ROY J. JAMES



Roy J. James, 74, was an active member at the time of his death on March 29. He joined the Marine Cooks and Stewards in 1945 in the

port of New York, before that union merged with the SIU's AGLIWD. From 1943 to 1945 he served in the U.S. Army. He last sailed aboard the *Padre Island* dredge, operated by NATCO Ltd. Per Brother James' request, his remains were committed to the Pacific Ocean on May 25 from the deck of the *President Monroe*, owned by American President Lines.

### ALFRED JONES

Pensioner Alfred "Bill Bo" Jones, 69, passed away February 10. He signed on with the Marine Cooks and Stewards in 1949 in the port of San Francisco, before that union merged with the SIU's AGLIWD. He served in the U.S. Army from 1945 to 1947. A native of Mississippi, Brother Jones retired in July 1978.

### WILLIAM O. KRUEGAR

Pensioner William O. Kruegar, 88, passed away January 10. He began sailing with the Marine Cooks and Stewards in 1956, before that union merged with the SIU's AGLIWD. A native of Oregon, Brother Kruegar retired from the SIU in October 1976.

### ANDERSON KYLE

Pensioner Anderson Kyle, 89, died February 25. A native of Texas, he signed on with the Marine Cooks and Stewards in 1956 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Kyle began receiving his pension in July 1973.

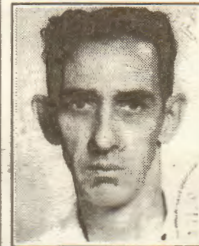
### NORMAN D. MAGINN



Pensioner Norman D. Maginn, 80, passed away March 25.

He began his sailing career with the Marine Cooks and Stewards in 1933, before that union merged with the SIU's AGLIWD. Born in Canada, he became a naturalized U.S. citizen. Brother Maginn retired in April 1976.

### LeROY RINKER



Pensioner LeRoy Rinker, 86, died February 20. A native of Michigan, he began his sailing career with the SIU in 1944 from

the port of Norfolk, Va. He shipped in the steward department. Brother Rinker retired in January 1971.

### DARREN W. SCHOEBEL

Darren W. Schoebel, 29, died February 27. A native of Washington state, he signed on with the SIU in 1987 in the port of Honolulu. Brother Schoebel was a member of the steward department and upgraded at the Lundeberg School. He regularly sailed aboard American Hawaii Cruises' vessels.

### EDGAR N. SHARP

Pensioner Edgar N. Sharp, 70, passed away March 2. Born in Idaho, he started sailing with the union in 1968 in the port of New York. A member of the deck department, Brother Sharp upgraded at the Lundeberg School. He served in the U.S. Army from 1943 to 1946. Brother Sharp began receiving his pension in January 1988.

### JOHN J. SULLIVAN

Pensioner John J. Sullivan, 72, passed away January 10. A native of New Jersey, he signed on with the union in 1967 in the port of New York. Brother Sullivan sailed in the steward department. He retired in July 1987.

### EDDIE L. WALKER



Pensioner Eddie L. Walker, 84, passed away March 9. Brother Walker signed on with the SIU in 1941 in the port of

Mobile, Ala. Sailing in the engine department, he worked his way up to chief electrician. The Alabama native retired in December 1972.

### GEORGE A. WOLF



Pensioner George A. Wolf, 84, passed away March 8. He began sailing with the union as a charter member in 1939 from the

port of Baltimore. Brother Wolf shipped in the steward department. A native of Pennsylvania, he retired in May 1973.

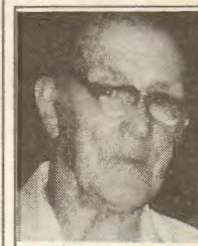
### DOMINICK TREVISANO

Pensioner Dominick Trevisano, 68, passed away January 27. He joined the union in 1948 in the port of Bal-

timore. Brother Trevisano sailed in the steward department. A native of New York, he retired in October 1970.

## INLAND

### VIRGIL E. CLEMENT



Pensioner Virgil E. Clement, 79, passed away March 29. He signed on with the Seafarers in 1960 in the port of Hous-

ton. He sailed in the engine department. Born in Louisiana, Boatman Clement began receiving his pension in May 1978.

### ALFRED R. FRY



Pensioner Alfred R. Fry, 80, died March 29. He started sailing with the SIU in 1944 in the port of New York. Boat-

man Fry shipped in the engine department. Born in North Carolina, he retired in June 1977.

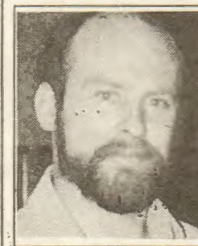
### CHARLES J. FUNCK



Pensioner Charles J. Funck, 71, died February 26. Born in Louisiana, he began his career with the union in 1960 in the

port of Houston, shipping as a member of the engine department. A World War II veteran, he served in the U.S. Navy from 1942 to 1952. Boatman Funck retired in November 1985.

### EDWARD B. HAWKS II



Edward B. Hawks II, 45, passed away January 29. A native of Virginia, he signed on with the Seafarers in 1972 in the

port of Norfolk, Va. Boatman Hawks sailed as a member of the deck department and upgraded his skills at the Lundeberg School.

### MONROE J. JACKSON

Pensioner Monroe J. Jackson, 77, died January 31. He joined the SIU in 1956 in the port of New Orleans. Boatman Jackson shipped in the engine department. A native of Louisiana, he began receiving his pension in July 1979.

## GREAT LAKES

### EDWARD A. GALLAGHER

Pensioner Edward A. Gallagher, 85, passed away March 13. Brother Gallagher signed on with the SIU in 1961 in the port of Chicago, sailing as a member of the deck department. He retired in February 1975.

### HERBERT E. TIPTON

Pensioner Herbert E. Tipton, 85, passed away February 21. A native of Virginia, Brother Tipton began his sailing career with the Seafarers in 1940 from the port of Detroit. He shipped in the steward department. Brother Tipton retired in January 1977.

# Lundeberg School Graduating Classes



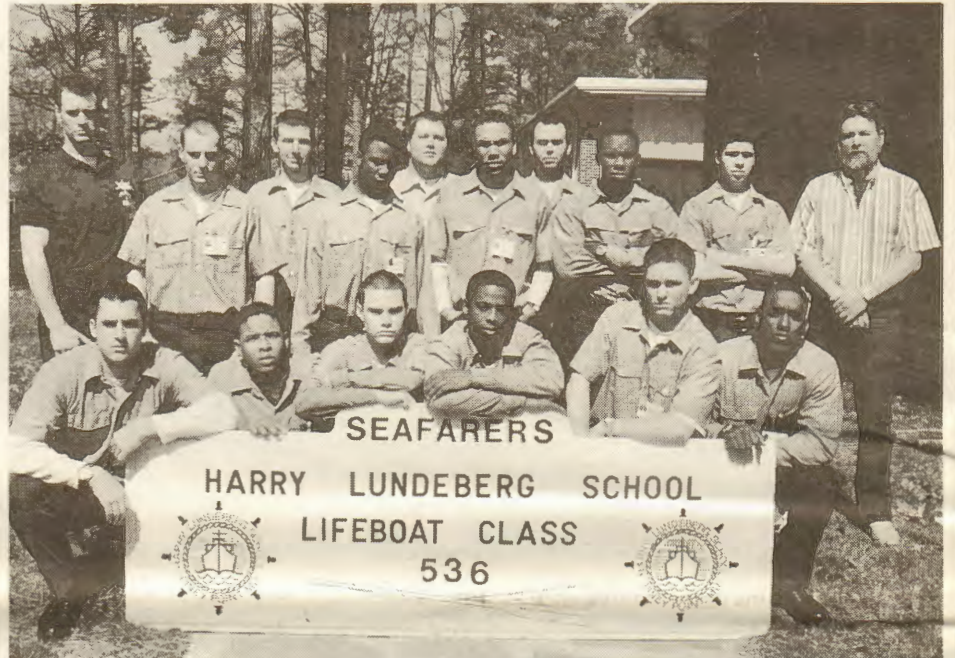
**Able Seaman**— Marking their graduation on March 28 from the six-week able seaman class are (from left, kneeling) Tom Gilliland (instructor), Rodney S. Roberson Sr., Michael Johnson, Noah Jones IV, Thomas Schaefer Jr., (second row) Ryan Zanca, Charles A. Hill, Dennis Danforth Jr., Steven Roquemore, Victor Frazier, (third row) Andre Holmes, Michael Pederson, Eric Melle, Isom Ingram and Phillip A. Milan.



**Upgraders Lifeboat**— Upgrading graduates of the March 29 lifeboat class are (kneeling) George Montgomery, (standing, from left) Jorge L. Ellis, Virginia D. Jackson, Daniel Woods and Jeff Swanson (instructor).



**Diesel Engine Technology**— Earning their certification in diesel engine technology on April 12 are (kneeling, from left) Carmine Barbat, Robert Rice, William Parker, (second row) Thomas Hogan, Green Hoskins, Robert Oppel, Robert Mayer, Eric Malzkuhn (instructor), (third row) Tee Miles, William B. Twiford and Wayne F. Gonsalves.



**Trainee Lifeboat Class 536**— Graduating from trainee lifeboat class 536 are (from left, kneeling) Joshua Wilmarth, Troy Garcia, Bryan Terry, Derek Williams, Cle Popperwill, Anthony Rutland, (second row) Jason Day, Gary Gianotti, Kevin Williams, Bilal Jackson, William Cassel III, Giuseppe Ciciulla, Jeff Swanson (instructor), (third row) Jeffrey Bukey, James Hagner and Anthony Palumbo.



**QMED**— Upgrading members of the engine department completing the QMED course on March 27 are (sitting) Tellison Forde, (from left, kneeling) John Schafer, Clive Steward Sr., Lonnie Matthews, Kevin McCagh, Charles K. Dunnavant, (second row) Scott Melle, Scott S. Fuller, James Furbey, Benjamin Stanley, George Gill, Gary Mitchell, Eddie Len, John G. Knott, Ernest Perreira, (third row) Bret Hughes, Howard Allen, Paul Ferguson, Shawn Murphy, Phil Golgano, Steven Kafka, Eric Hyson and Roy Coleman.



**Marine Electrical Maintenance II**— Receiving their certification in marine electrical maintenance on April 20 are (from left) Franklin Coburn, Edward A. Rynberg, Mark Jones (instructor) and John K. Halim.



**Tankerman Operations**— SIU members completing the tankerman operations course on April 18 are (from left, kneeling) Ben Cusic (instructor), Robert H. Seaman, James Gibson, Martinez Rivas, Keith Dunnavant, Frank Hedge, James Blanchard, Joseph Grandinetti, Flavio Castillo, Jake Karaczynski (instructor), (second row) Tim Kacer, Norman Haddad, Ray Strength, Silvio Iglesias, Rudolph Lopez, Tracy Hill, Lawrence Holbert, Paul Adams, (third row) Robert Bakeman, Dennis Riley, Lawrence Zepeda, DiMarko Shoulders, Murray Roberson, Walter Ritvalsky, Larry Philpot, John Groom, Fadiga Koutougou, Paul Lewis, David Brown, Thaddeus Khyati, David Somers and Victor Quioto.

## LUNDEBERG SCHOOL 1995 UPGRADING COURSE SCHEDULE

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

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

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

### Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	July 31	October 20
Bridge Management (Shiphandling)	July 17 October 9	July 28 October 20
Celestial Navigation	November 6	December 15
Lifeboatman	July 17	July 28
Limited License/License Prep.	July 3 September 25	August 11 November 3
Radar Observer/Unlimited	July 10 August 14 September 25	July 14 August 18 October 29
Third Mate	August 28	December 15

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

### Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Firefighting	September 11	September 22
Oil Spill Safety Recertification	June 22 July 20 September 21 October 19	June 22 July 20 September 21 October 19
Oil Spill Prevention & Containment	August 7	August 11
Sealift Operations and Maintenance	June 5 October 9	June 30 November 3
Tanker Operations	June 19 July 17 August 14 September 11 October 9 November 6	July 14 August 11 September 8 October 6 November 3 December 1

### Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	October 2	November 6
Steward Recertification	July 3	August 7

## UPGRADING APPLICATION

Name \_\_\_\_\_

Address \_\_\_\_\_  
(Last) (First) (Middle)

\_\_\_\_\_ (Street)

\_\_\_\_\_ (City) \_\_\_\_\_ (State) \_\_\_\_\_ (Zip Code)

Telephone \_\_\_\_\_ (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

### Steward Upgrading Courses

Course	Start Date	Date of Completion
Assistant Cook/Cook and Baker, Chief Cook, Chief Steward	June 16 August 25 November 3	September 8 November 17 January 26, 1996

### Engine Upgrading Courses

Course	Start Date	Date of Completion
QMED - Any Rating	August 14	November 3
Diesel Engine Technology	July 3 October 9	July 28 November 3
Refrigeration Technician Certification	June 19 June 26	June 23 June 30
Fireman/Watertender & Oiler	August 7 October 2	October 20 December 15
Hydraulics	June 5 October 9	July 7 November 10
Marine Electrical Maintenance I	July 31	September 8
Power Plant Maintenance	July 17	August 25
Pumproom Maintenance	September 11	September 22
Refrigeration Systems & Maint.	August 28	October 6
Welding	October 23	November 17
Marine Electronics	June 5	June 30

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

### Inland Courses

Course	Start Date	Date of Completion
Deck Inland	August 14 October 23	August 25 November 3
Designated Duty Engineer/ Limited License/License Prep.	July 24 November 13	August 4 November 24
Radar Observer/Inland	November 6	November 10
Electronics	July 17	July 28
Hydraulics	September 25	October 6

### Additional Courses

Course	Start Date	Date of Completion
GED Preparation	August 22	November 10
Adult Basic Education (ABE) and English as a Second Language (ESL)	June 5 September 5	July 28 October 27

### Deck and Engine Department College Courses

Course	Start Date	Date of Completion
Session II	June 5	July 28

Primary language spoken \_\_\_\_\_

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

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

LAST VESSEL: \_\_\_\_\_ Rating: \_\_\_\_\_

Date On: \_\_\_\_\_ Date Off: \_\_\_\_\_

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

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

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

# SEAFARERS LOG



Volume 57, Number 6

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## SEAFARERS

The Lundeberg School can provide you and your family with all the ingredients for an exciting vacation. Do not wait until the last minute. Make your plans now. See page 10 for details and rates.

## After 7 Decades as a Coal Burner S.T. Crapo Sets Sail With New Engines



The S.T. Crapo docks in a Sturgeon Bay, Wis. shipyard during the conversion of its boilers.



The S.T. Crapo has gone through many changes over the years, but the vessel's wheel remains unchanged from when the ship was built in 1927.

Operating on the Great Lakes since 1927, Inland Lakes Management's S.T. Crapo has seen many changes. Until recently, in fact, the S.T. Crapo was the last remaining freighter on the Great Lakes to have a coal-fired boiler.

While the S.T. Crapo has remained virtually unchanged since the day of its christening almost 70 years ago, according to the company, oil is easier to obtain, cleaner to use and much more efficient. And so, in an effort to keep up with the times, the Laker entered a Sturgeon Bay, Wis. shipyard last fall where it underwent conversions from its coal-fired boiler to a unit that uses oil.

The survival rate of Lakers such as the S.T. Crapo is high. This is due primarily to the fact that fresh water is less corrosive



Steward department members include (from left to right) Steward Alie Mutahr, Porter Brian Demeritt and Second Cook Dave Imbruone.

on metal than is salt water. Also, Great Lakes vessels are in service for approximately nine months of the year, and a consistently high level of maintenance remains in effect.

All Lakers come into dry dock for hull inspections once every five years. Additionally, each spring the U.S. Coast Guard conducts in-water inspections of the ships. While in the shipyard during the winter months, routine work is performed as well as other necessary repairs.

The 403-foot S.T. Crapo was the last of the company's five vessels to fit out for the 1995 season. (The other four are the J.A.W. Iglehart, Alpena, Paul H. Townsend and the 97-year-old E.M. Ford.) It set sail on May 6 following Coast Guard inspections and a lifeboat drill.

With a cargo capacity of 8,600 deadweight tons, the S.T. Crapo hauls bulk cement from the Lafarge plant in Alpena, Mich. to various ports on the Great lakes.

The photos on this page were sent to the Seafarers LOG by OS Chris Edyvean following the fitout on board the S.T. Crapo.



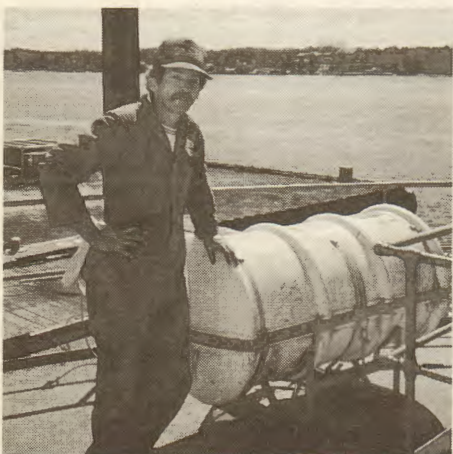
OS Chris Edyvean (left) and AB Steve Smith prepare for a lifeboat drill.



Riding the starboard lifeboat down the side of the S.T. Crapo are ABs Don White (left) and Steve Gilmore.



S.T. Crapo crewmembers participate in a Coast Guard lifeboat drill prior to sailing on May 6.



Bosun Jack Bluitt examines the inflatable life rafts before a U.S. Coast Guard inspection.



Enjoying some free time before fitout are Wheelsman Bob Hensley (left) and Wheelsman Bill Thomen.



Giving the S.T. Crapo's deck a new coat of paint are AB Carlton Dorrance (left) and OS Dave Andrews.