

Clinton Commits to U.S. Ship Program in '95

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

SEAFARERS LOG



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You Can Count On Us!

U.S. Ships Again Answer Nation's Call

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Once again, U.S.-flag privately owned vessels responded to the nation's call to move military equipment and supplies to key trouble spots—Haiti and Kuwait. Here, trucks are rolled onto one of the many ships involved. Pages 3, 8.

President's Report

Missed by a Hair; It's Not Over Yet

Last month the Senate ended its session without passing the maritime bill the House had enacted back in August. The bill, which would have earmarked \$1 billion for 56 ships over 10 years, got caught in the line of fire as senators maneuvered for positions they thought would appeal to voters. In this process, certain Republicans tried to prevent any bill that would have been a credit to the White House from passing. They used tactics that ate up the clock, keeping several bills, including the legislation on a new maritime program, from being submitted to a full Senate debate and vote.



Michael Sacco

The irony of the situation is that the maritime bill enjoyed wide support among both Democratic and Republican senators. It had enough support to become law—in Congress and ultimately with President Clinton's signature.

But the senators who were trying to move the bill ran out of time, and just by a hair, the legislation missed becoming the law of the land.

That is why we have every reason to go forward. There is great support from members of Congress. The president has committed his administration to the goal of passing a program to revitalize U.S. shipping. And the industry is battle-seasoned. We know the extent to which U.S.-flag shipping's enemies will go. (Remember that in late September, some farm-state senators relied on a rarely-used rule to block a committee from acting on the maritime bill.)

Most importantly, Seafarers, their families, retired SIU members and friends of the industry everywhere proved that U.S. shipping is an industry that concerns American voters. The thousands of communications to senators from these individuals drove home the point that Americans want a strong U.S.-flag shipping capability in times of war and national emergency, as well as a fleet capable of ensuring a U.S. presence in the carriage of American imports and exports. The letters and phone calls that were received by senators indicated that a strong maritime industry provides employment and economic security to hundreds of thousands of Americans.

The letter writing and phone calling of Seafarers and other Americans who support a U.S.-flag fleet was a wonderful exercise in smart trade unionism. It demonstrated that SIU members and retirees understand the relationship between politics and the health of our industry. I am proud that so many of you took the time to be involved in the process. You proved ready for the task of urging support for the American merchant marine in 1994, and I know the union can count on you to continue to deliver the message to your elected officials in 1995.

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Gloucester Honors WWII Seamen



The city of Gloucester, Mass. recently dedicated a memorial to local merchant mariners who sailed during World War II. The memorial (pictured above) consists of a marble marker in front of an anchor from an unknown WWII merchant ship with the inscription: "With thanks from the people of Gloucester to our sons who served as merchant mariners, 1941-1945."

ARA and Keystone Sign Pact In Strike Preceding Deal, SIU Aided Picketing

After a six-week strike, the American Radio Association (ARA) announced on October 31 that a settlement had been reached with Keystone Shipping Co. of Philadelphia.

Leading up to the signing of the 6-year collective bargaining agreement between the ARA and Keystone was a series of job actions by the radio operators. The ARA members were often joined by other maritime trade unionists in these events in a show of waterfront solidarity.

SIU members in the Seattle area helped ARA members walk picket lines, and another Seafarer used his privately owned recreational craft as a picket boat at a grain dock in Tacoma, Wash. Additionally, SIU-crewed tugs in Wilmington, Calif. refused to move a Keystone ship.

In Tacoma, Seafarer Jim Fox, an AB, joined others manning picket boats which established positions between the Keystone-operated *Chestnut Hill* and the pier. "I was more than happy to volunteer my boat," said Fox, 29. "Like the saying goes: 'An injury to one is an injury to all.'"

"Police and fire boats showed up and threatened to tow our boats. We had a lot of picketers on the beach, too, and I think we got our point across."

"The SIU and many other maritime unions have been very supportive and we sincerely thank them," said ARA Secretary-Treasurer Bernie Stoller. "Knowing we have so much backing from the labor community helped us continue this fight for good-faith negotiations and a fair contract."

The pact between the ARA and Keystone ensures a wage increase, guaranteed overtime and job security.



QMED Chris Snow (center) and Chief Steward Manny Basas (right) join ARA member Rick Levandowski in a picket against Keystone Shipping in Seattle.

Seafarers Back Israeli Brothers

Members of the Seafarers International Union set up an informational picket line at the dock in Baltimore last month in support of the Israeli Sea Officers Union (ISOU), which held a 12-hour work action on the *Zim-Miami* to make the company aware of the ISOU's struggle to keep Israeli seamen on Zim ships and to secure a fair contract. Some of the ISOU members have been working without a contract for two years—since December 1992—and believe the company wants to eliminate the union altogether.

All officers on board the container ship, owned by Zim Israel Navigation Co., refrained from assisting in loading or unloading the vessel from noon to midnight, including working the hatches and other equipment necessary for cargo operations.

"We have told our officers not to do anything that has to do with cargo work," said Capt. Efraim Marcovitz, who represents masters and chief engineers in the Israeli Sea Officers Union, in a statement to the press during the job action.

While conducting the informational picket at the entrance to the terminal where the *Zim-Miami* was docked, Seafarers passed out leaflets explaining some of the problems the officers are experiencing. "We can understand their cause for concern," said Bill Scott, a 25-year-old SIU member who first shipped out on an SIU vessel during the Persian Gulf War. "They don't want their ships to go foreign flag, and we are here to support them in their fight for fairness."

QMED Frank Coburn, an SIU member since 1986, said "Solidarity, unity, that's what this is all about."

"Zim Lines is completely neglecting their duty to come to terms with us," said Capt. Marcovitz. "We see ourselves in a bitter dispute that gets deeper and deeper by the day." Marcovitz claims the company has offered the officers pay increases far

below inflation, a ploy aimed at forcing officers to quit, thereby opening the doors to the recruitment of cheaper, foreign labor.

Zim Israel Navigation Co. is one of the largest shipping companies in the world, with the Israeli government and Israel Corporation (owned by a multimillionaire) as its major shareholders. Zim's financial report shows a large profit from last year and the Israeli government is planning to sell some of its holdings in the company, indicating that Zim shares may well wind up on the New York Stock Exchange.

The ISOU seamen have pledged to continue their fight for a fair contract. The Israeli ship officers also are working to keep Israeli seamen and the Israeli flag on Zim's fleet of ships.



The chalk-written note on the *Zim-Miami*'s sailing board says it all—VL ON STRIKE.



AB Sean Flaherty, who formerly sailed with the SIU of Canada before joining the SIU to sail deep sea, lends his support to the picket.



Walking an informational picket line in support of the Israeli Sea Officers Union are (from left) AB Ralph Broadway, SIU official Sal Aquia, AB Paul LaTorre and AB Gregory Peters.

Maritime Bill Stymied in Senate

Clinton to Back U.S. Ship Bill in '95

After the Senate failed to act on a 10-year, \$1 billion dollar shipping bill last month before Congress adjourned, President Bill Clinton announced that the administration would work to ensure passage of maritime legislation in the upcoming year.

Congress "must act to ensure that a fleet of U.S.-flag merchant ships, crewed by skilled American seafarers, stands ready to serve our country's economic and military sealift needs," the president said in a statement released October 19. "The administration looks forward to working with the next Congress to enact legislation that achieves these important goals," concluded the statement.

It appears the maritime program bill was a victim of stalling tactics by Republican senators

who in the last weeks of the session of the 103rd Congress sought to prevent the president from achieving any kind of legislative victory.

Caught in the Crossfire

From the outset, Republicans began a campaign to obstruct legislation from being passed. One tactic, the filibuster, was often used by the Republicans. In the last three weeks of the Senate session, Senator Charles E. Grassley (R-Iowa) filibustered a bill designed to reform the way in which elections for public federal office are financed, a program that had been part of Clinton's reform agenda. (A filibuster prevents a bill from being considered by allowing senators to make long speeches on any subject. To break a filibuster, 60 senators must vote in favor of the

move.)

The Republicans also worked to prevent votes on bills backed by the administration that would have reformed the way toxic waste dumps are cleaned and established new mechanisms for administering public lands in the West.

With the Senate embroiled in non-productive fights over these matters and with many senators anxious to return home to begin campaigning in earnest for the November 8 elections, the Senate adjourned on October 8.

The House had adjourned the day before and thus the 103rd Congress was effectively out of business. The new Congress, the 104th, will take office in January. Facing that group of legislators will be a re-introduced maritime program bill.

(There will be a brief session

Statement by President Clinton

The American maritime industry plays an important role in our nation's economy and security. Under Secretary Peña's leadership, we have made significant progress implementing a program that enhances the competitiveness of American shipyards in the international commercial market. But our work is not complete.

Congress still must act to ensure a maritime presence in the United States' vast international trade. It must act to ensure that a fleet of U.S.-flag merchant ships, crewed by skilled American seafarers stands ready to serve our country's economic and military sealift needs. The administration looks forward to working with the next Congress to enact legislation that achieves these important goals.

The White House

October 19, 1994

for the 103rd Congress after election day, but it will be limited to a vote on the trade treaty known as the General Agreement on Tariffs and Trade, or GATT.)

Rule Ruse Added to Delay

The maritime bill which was left unattended to by the Senate called for a \$1 billion maritime program that would provide support for a U.S.-flag liner fleet and aid American shipyards over a ten year period. Funding for the program would have been raised through the imposition of a tonnage duty levied on all vessels calling on U.S. ports.

In the closing days of the Senate, momentum was increasing to pass the maritime bill, which had been enacted by the House on August 2 by a vote of 294 to 122. In an effort to prevent the Senate from debating or voting on the legislation, three

farm state senators used a parliamentary gimmick to delay the bill's progress.

The technicality invoked by Senators Larry Pressler (R-S.D.), Grassley and Hank Brown (R-Colo.) prevented the bill from being reported out of the Senate Commerce, Science and Transportation Committee, when that panel met on September 23.

The rarely used Senate Rule 26 raised by Pressler, Grassley and Brown states that committee meetings can only be held within a specific number of hours after the legislative body has been in recess unless all the senators on a committee agree that the panel can meet. Since the Senate was still in session on the day the committee was meeting, due to the filibuster by Grassley on campaign financing, Pressler insisted

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Seafarers Hailed for Haiti Role

Seamen Report Smooth Operations, Close Cooperation with U.S. Military

SIU members last month were praised by the Maritime Administration (MarAd) and by the chairman of the Joint Chiefs of Staff for their roles in delivering Ready Reserve Force (RRF) vessels ahead of schedule during the September break-out of the ships to support United States military operations in Haiti.

Seafarers crewed eight of the 14 RRF ships which were activated, and all were delivered ahead of their prescribed activation times.

Seafarers also played a role in recent operations in the Persian Gulf. See page 8.



The SIU-crewed *Cape Intrepid* leaves Beaumont, Texas for Haiti, pushed by a Seafarer-crewed tugboat operated by Sabine Towing.

At press time, 11 of the vessels had returned from Haiti to the U.S. and had gone back to reduced operating status. Three others, including the Seafarers-crewed auxiliary crane ship *Cornhusker State*, remained active in the impoverished island nation, where thousands of U.S. troops still are stationed.

'Outstanding Performance'

In a letter to SIU President Michael Sacco, Maritime Administrator Albert J. Herberger commended Seafarers for their "extraordinary and dedicated effort in crewing the RRF ships that were activated for Operations Maintain Democracy/Uphold Democracy in Haiti. . . . These ships could not have achieved this outstanding level of performance without the expeditious and professional response that came from our volunteer U.S. civilian mariners."

Herberger also noted that all of the ships were made fully operational far ahead of schedule.

Besides the *Cornhusker State*, SIU members also crewed the barge carrier *Cape Mohican* and the roll-on/roll-off ships *Cape Lobos*, *Cape Taylor*, *Cape Texas*, *Cape Island*, *Cape Intrepid* and *Cape Inscription* after the Department of Defense activated them.

The RRF is a fleet of approximately 100 tankers, dry cargo



Deck department crewmembers aboard the *Cape Texas* in Mobile get that roll-on/roll-off vessel ready to sail to Haiti. They are, from left, ABS James Hardy, Howard Blanks and Jose Maisonet.

ships and specialty vessels kept in layup by MarAd and operated by U.S.-flag shipping companies.

The RRF activation began on September 8, as the U.S. prepared to launch an invasion against the Haitian military forces which in

1991 violently overthrew democratically elected president Jean-Bertrand Aristide.

But after some eleventh-hour negotiating between Haitian

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Pro-Maritime Candidates Assisted by SIU Members

Seafarers are walking precincts, posting signs, handing out leaflets and manning phone banks for candidates who support a strong U.S. shipping capability in anticipation of the November 8 general election.

Up for election are all 435 House seats and 35 of 100 Senate positions and a slew of state and local offices.

Congressmen and senators who have worked hard for passage of a maritime program are up for re-election. Also, a number of candidates are seeking office for the first time who have pledged to back U.S. shipping.

Seafarers have been campaigning actively for these champions of both the U.S. merchant marine and the workers who earn their livelihoods on U.S. ships.

Volunteer Activity

In addition to volunteering for various campaign tasks, Seafarers and their families are making plans to vote. Those who will be aboard ship on election day have made arrangements to vote by absentee ballot.

Seafarers also have been voluntarily contributing to the Seafarers Political Activity Donation (SPAD) fund. SPAD funds are presented by the Seafarers to candidates who favor programs to ensure a vigorous U.S.-flag fleet of ocean-going, Great Lakes and domestic waterway vessels.

Among the efforts of Seafarers are rallies for pro-maritime candidates. The SIU and the Michigan Maritime Trades Port



Posting a sign outside the New Bedford, Mass. union hall is SIU Patrolman Eugenio de Sousa.

Council held a campaign rally at the Algonac union hall in which over 200 pledged their support for gubernatorial candidate Howard Wolpe.

Also, in Norfolk, Va. Seafarers showed support by handing out leaflets for Senate candidate Chuck Robb in front of the Berkley Avenue entrance to Norshipco shipyard.

Seafarers together with the Maritime Port Council of South Florida rallied in support of Hugh Rodham, Democratic candidate for U.S. senator and brother of First Lady Hillary Rodham Clinton.

In New Bedford, Mass., union

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Senate Fails to Vote On Inland Safety Bill

Host of Maritime Measures Left Unpassed; Issues Will Be Raised in Next Congress

The Senate failed to act on a comprehensive piece of maritime legislation which included steps to increase safety in the inland shipping sector.

Enacted by the House of Representatives, the bill also approved a budget for the U.S. Coast Guard, streamlined Coast Guard regulations affecting U.S.-flag shipping operations, created incentives for an American-flag cruise ship fleet and extended veterans benefits to World War II seamen who had previously been ruled ineligible, among other items.

To Be Re-introduced

As a result of the bill not being passed by the Senate, all elements of the package of shipping-related measures will have to be re-introduced in the next session of Congress, the 104th, which will begin in late January 1995.

In the last days before the House adjourned on October 7 and the Senate adjourned on October 8, the House attempted to spur the Senate into action on the maritime measures by passing a bill similar to the first comprehensive maritime package it had enacted on September 22 in the form of the Coast Guard Authorization Act of 1994 (H.R. 4422). That bill had languished in the Senate.

Documents Not Included

The new last-minute bill of the House, entitled Oceans Act of 1994 (H.R. 4852), was brought by the House Committee on Merchant Marine and Fisheries to the floor of the House on the last day of its session, October 7.

It was presented under a procedure which allows for a package of legislation to receive unanimous consent in the House and then be forwarded to the Senate where it could be taken up by the full Senate without first being submitted to lengthy committee hearings and other procedures.

Before this legislation was adopted by unanimous consent by the House, objections were raised by two congressmen concerning two specific provisions. Congressman W.J. "Billy" Tauzin (D-La.) opposed the requirement that inland boatmen hold merchant mariner documents, and another member of the House questioned the definition of offshore supply vessels in part of the bill.

Advances Safety

The requirement that inland boatmen hold Coast Guard-issued documents, a measure strongly backed by the SIU which believes that such a provision enhances the safety of all crewmembers as well as promoting safe navigation, was opposed by an association representing certain tugboat companies. The American Waterways Operators had opposed the requirement, claiming it was a clandestine effort to increase union membership among boatmen.

In reality, to obtain a Coast Guard-issued merchant mariner document, an individual must prove that they are drug-free and either a citizen or a foreigner who has lawful residence in the United States. The individual also must undergo a criminal record check with the FBI and a check of the National Driver Register for relevant information on alcohol abuse. Should a seaman be found to be a danger to himself or his shipmates or a threat to safe navigation, the Coast Guard can revoke the document.

Threat of Senate Inaction

Rep. Tauzin argued that issuing documents to inland boatmen would lead to increased "paperwork and bureaucracy" being imposed on the industry. He said at least five senators opposed the provision and thus if the House passed the bill with the document requirement, it would not be raised in the Senate.

In order for the legislative package to achieve the unanimous support of the House, Congressman Gerry E. Studds (D-Mass.), chairman of the Merchant Marine and Fisheries Committee, reluctantly agreed to having the mariner documentation provision removed from the bill. The other issue concerning offshore supply vessels also was dropped.

The bill then passed the House unanimously and was forwarded

to the Senate the evening of the 7th.

On the Senate side, the bill was never considered. In the final hours of the Senate session, the only legislation being considered were bills that could be brought to the floor without an objection by any senator.

Last Minute Hold

Sources on Capitol Hill indicate that a senator hostile to American shipping objected to the comprehensive maritime bill being considered on the Senate floor. Such an action would have held up the bill and prevented it from being debated and voted on by the full Senate.

Additionally, many bills that if passed would have been a credit to the Clinton administration were being held up by Republican senators. This too may have contributed to the lack of action by the Senate on the package of maritime measures.

After it was apparent that the Senate would not take up the bill, SIU Executive Vice President Joseph Sacco stated that inland safety and other promotional programs for the American-flag fleet would be high on the union's legislative agenda for the upcoming year. "We intend to work closely with all pro-maritime, pro-safety elected officials to see that an inland safety bill is passed."

NMU, SIU Presidents Receive AOTOS Awards



Louis Parise (left), president of District 4-NMU/MEBA, and SIU president Michael Sacco were jointly honored by the United Seamen's Service at the Admiral of the Ocean Seas Award ceremony last month. After accepting the award presented by Congresswoman Helen Delich Bentley (R-Md.), Parise noted that the two unions enjoy "open lines of communication" that has benefitted members of both organizations. Sacco called on all maritime unionists to work for passage of a U.S. shipping promotional bill in the next session of Congress.

GAO Reports on Sealift Tankers; Union Is Preparing A Response

The General Accounting Office issued a report last month to the chairman of the Senate Subcommittee on Oversight of Government Management charging that lax administration by the Military Sealift Command (MSC) of its operating contract for nine sealift tankers resulted in poorly maintained and unsafe ships.

After receiving the GAO report, Senator Carl Levin (D-Mich.), chairman of that subcommittee, held an October 12 hearing on the agency's findings.

The sealift tankers have been operated by International Marine Carriers (IMC) since May 1990 under a five-year MSC contract.

Preliminary examination of

the report issued by the GAO, an investigative adjunct of the U.S. Congress, indicates a number of unsubstantiated statements concerning crewmembers on the sealift tankers.

The SIU is in the process of interviewing Seafarers who currently sail or have sailed on sealift tankers in preparation of a statement refuting the GAO's allegations about the seamen who work aboard these ships.

The SIU's report will be submitted to the Government Oversight Subcommittee. Full details on the SIU's response to the GAO report will be forthcoming in the December issue of the *Seafarers LOG*.

RRF Drops to 89 Ships Impact on Shipboard Jobs Is Minimal

Beginning December 6, the U.S. Maritime Administration (MarAd) will eliminate 16 vessels from the Ready Reserve Force (RRF) and reduce 29 others to 30-day readiness status.

The changes were announced after the Senate Commerce Committee approved only \$150 million of a \$250 million budget request from the administration for maintaining the RRF. MarAd last year received \$298 million for the reserve fleet.

RRF vessels are used in times of surge shipping, such as the Persian Gulf War or the recent developments in Haiti. The ships in the reserve fleet are owned by the government and operated by private shipping companies.

For several reasons, the reorganization is expected to have a minimal effect on the number of shipboard jobs held by U.S. merchant mariners. The 29 ships that will lose their maintenance contracts and shift to 30-day readiness status had been maintained by reduced operating status (ROS) crews. Additionally, under the RRF restructuring, 30 roll-on/roll-off vessels (each with a crew of at least 10) will be maintained in the highest state of readiness.

However, the cuts reportedly will eliminate hundreds of shipyard jobs, and they also will

reduce the number of RRF ships available within five days of a mobilization notice to 32 from the current 57—calling into question America's capacity to quickly respond to a crisis. Overall, the RRF will shrink from 105 ships to 89.

Additionally, none of the 32 vessels to be maintained at maximum readiness is a breakbulk ship.

Added to NDRF

Ten breakbulk vessels and six tankers will be placed in the National Defense Reserve Fleet (NDRF), an unmaintained, inactive fleet whose 300-plus vessels are anchored at ports in Texas, Virginia and on the West Coast.

Of the 29 ships being reduced to 30-day readiness, 27 are breakbulk vessels.

Moreover, 12 vessels will be kept at 10-day readiness and 16 will be maintained at 20-day status.

The budget shortfall leaves unmet the recommendations of a Department of Defense study on U.S. sealift capability—called for by Congress in 1991—which concluded that the RRF should be expanded. That study was ordered after most of the RRF ships did not meet their activation deadlines during the Persian Gulf War.

SIU-Crewed RRF Ships

Vessel	Type	Readiness	Operator
AMERICAN OSPREY	Tanker/OPDS	Prepo	Bay Ship
CAPE WASHINGTON	RO/RO	Prepo	AMSEA
CAPE WRATH	RO/RO	Prepo	AMSEA
GOPHER STATE	T-ACS	Prepo	IOM
POTOMAC	Tanker/OPDS	Prepo	Bay Ship
DIAMOND STATE	RO/RO	ROS-4	IOM
CAPE INSCRIPTION	RO/RO	ROS-4	APL
CAPE INTREPID	RO/RO	ROS-4	APL
CAPE ISABEL	RO/RO	ROS-4	APL
CAPE ISLAND	RO/RO	ROS-4	APL
CAPE LAMBERT	RO/RO	ROS-4	AMSEA
CAPE LOBOS	RO/RO	ROS-4	AMSEA
CAPE RACE	RO/RO	ROS-4	IMC
CAPE RAY	RO/RO	ROS-4	IMC
CAPE RISE	RO/RO	ROS-4	IMC
CAPE TAYLOR	RO/RO	ROS-4	Apex
CAPE TRINITY	RO/RO	ROS-4	Apex
CAPE TEXAS	RO/RO	ROS-4	Apex
COMET	RO/RO	ROS-4	APL
METEOR	RO/RO	ROS-4	APL
CAPE FAREWELL	LASH	10-day	IMC
CAPE FLATTERY	LASH	10-day	IMC
CAPE JACOB	Breakbulk	10-day	AMSEA
CAPE JOHNSON	Breakbulk	10-day	AMSEA
CAPE MAY	Seabee	10-day	OMI
CAPE MOHICAN	Seabee	10-day	OMI
CORNHUSKER STATE	T-ACS	10-day	IOM
FLICKERTAIL STATE	T-ACS	10-day	IOM
GEM STATE	T-ACS	10-day	IOM
GRAND CANYON STATE	T-ACS	10-day	IMC
CAPE BOVER	Breakbulk	20-day	APL
CAPE BRETON	Breakbulk	20-day	APL
CAPE FEAR	LASH	20-day	IMC
CAPE FLORIDA	LASH	20-day	IMC
CAPE GIBSON	Breakbulk	20-day	APL
CAPE GIRARDEAU	Breakbulk	20-day	APL
CAPE JOHN	Breakbulk	20-day	AMSEA
CAPE JUBY	Breakbulk	20-day	AMSEA
CAPE MENDOCINO	Seabee	20-day	OMI
CHESAPEAKE	Tanker/OPDS	20-day	Bay Ship
DIAMOND STATE	T-ACS	20-day	IOM
EQUALITY STATE	T-ACS	20-day	IOM
GREEN MOUNTAIN STATE	T-ACS	20-day	IMC
KEYSTONE STATE	T-ACS	20-day	IMC
MT. WASHINGTON	Tanker/OPDS	20-day	Bay Ship
PETERSBURG	Tanker/OPDS	20-day	Bay Ship

RO/RO = Roll-on/Roll-off ship
 LASH = Barge-carrying ship
 Prepo = Prepositioned under military control
 ROS-4 = Reduced Operating Status with a four-day activation schedule.
 T-ACS = Auxiliary crane ship
 Seabee = Barge-carrying ship

Houston Flood Hits Seafarers



Electrician Jimmy Rogers has experienced four floods in five years, but this one was the worst, he said. The photo above shows the water level almost reaching the apartment he set up above his garage (foreground) and the top of the main house off to the right.

The flooding and pipeline explosions which hammered areas around Houston last month involved SIU members on several fronts:

- The homes of at least a dozen Seafarers sustained varying degrees of damage from the flooding.

- Seafarers aboard the oil-spill cleanup vessels *Texas Responder* and *Gulf Coast Responder* spent three days assisting in the spill recovery efforts following major pipeline ruptures on the San Jacinto River (see separate story on this page).

- Although SIU-contracted towing companies reported no injuries or vessel damage, published reports estimate that the closure of the Houston Ship Channel cost vessel owners millions of dollars. SIU-contracted Higman Towing lost nearly \$100,000 while the channel was closed, a company spokesman said.

Heavy rains began in southeast Texas on October 14 and lasted for four days. According to newspaper reports, at least 19 people, including a two-month-old baby, died in flood-related incidents.

More than 12,000 people were driven from their homes in an approximately 50-mile radius around Houston. Dozens of Red Cross shelters were opened in the region, and five Federal Emergency Management Agency (FEMA) disaster assistance centers were opened to handle claims from flood victims. Na-

tional Guard personnel also were called in to deliver clean water and to prevent looting of evacuated homes and stores.

In all, the flooding caused damage in 48 counties covering more than 250 miles.

Rogers' Fourth Flood

At press time, Houston Port Agent Jim McGee and SIU Representative Don Anderson reported that they still were in the process of contacting active and retired members in the area, in order to surmise whose residences are damaged and if anyone needs assistance. "We checked on the pensioners first," said Anderson. "Some of them live in elevated areas that weren't damaged by the flood, but they were basically stuck there. I took a bass boat around and checked on about 15 people. But it's an ongoing process." (The SIU hall in Houston was not damaged.)

He said that the respective homes of QMED Floyd Acord and Recertified Steward Royce Bozeman sustained major damage. The first floor of Cook Pat Caldwell's house was flooded, and Caldwell also lost a car and a truck to the surging waters.

OMU Greg Brandani's townhouse sustained some first-floor damage, as did the home of retired Bosun Richard Wardlaw.

For Electrician Jimmy Rogers, this flood was nothing new—but it was worse than those

of 1989, '90 and '92. "This one came up real fast and went down real fast, but it was the worst" said Rogers, a 36-year SIU member who lives near Cold Spring, Texas, approximately 75 miles from Houston.

"I had 6 feet, 8 inches of water in my house. . . . This is the fourth time in five years, and a lot of people aren't coming back. They're fed up."

Rogers had signed off a Sea-Land ship in the port of Long Beach, Calif. and had driven most of the way home when he saw roads being closed. "I stopped at a motel and watched TV and realized there was no way for me to get home. I finally went about 200 miles out of my way, but eventually I got home. I couldn't go inside the house for a few days, but I had set up an apartment above my garage, and I just stay there when it floods."

Costly Delay

Between the flooding and the pipeline explosion, the 50-mile Houston Ship Channel—one of the world's busiest waterways—was closed for six days. Twenty-one ships were stuck in the port of Houston; many more were outside the channel, waiting to get in.

"We had several units nearby when the [explosion] happened: six barges and three boats," said Mark Flynn of the operations department of Higman Towing. "We had four days that those tows were unable to do anything, at a cost of roughly \$90,000. But there was no personal injury or vessel damage."

A spokesman for G&H Towing of Galveston said none of the company's 28 tugs were operating in the Houston area during the rains or when the explosion took place, "but we were more affected by the flooding when the channel reopened. We were real busy then."

Other modes of travel also were affected by the flooding. An estimated 76 roads in 26 counties were closed, and a railroad bridge normally used by Amtrak's *Sunset Limited* was knocked out by a drifting houseboat.

By early November, the flood waters were gone from the vast majority of the affected areas. "But it's going to be a while before things get back to normal in this area," concluded Rogers.



The effectiveness of oil booms is evident in this photo, taken in the San Jacinto River, upstream from the Houston Ship Channel in Houston. SIU-crewed oil response vessels and scores of other boats worked to keep the oil slick, which was broken by rushing floodwaters, from reaching Galveston Bay.



The oil spills on the river were due to at least five pipelines that ruptured. The pipelines were churned up by raging flood waters, then struck by debris.

Responder Boats Assist In San Jacinto Oil Spill

The flood waters in southeast Texas finally had begun receding last month when another disaster struck the area.

On October 20, an estimated 200,000 gallons of gasoline, diesel fuel and crude oil were spilled into the San Jacinto River, 17 miles east of downtown Houston, when three pipelines ruptured in a fiery explosion.

The SIU-crewed *Texas Responder* and *Gulf Coast Responder*, vessels specifically designed and equipped to react to hazardous materials spills, were part of a virtual flotilla of cleanup craft which quickly contained much of the spillage after it had created a 20-mile slick.

Roughly 80,000 gallons were recovered, while an even greater amount burned itself off the water or evaporated.

More than 100 people suffered minor injuries in the blast, but there were no reported deaths. Several waterfront homes were engulfed by fire, but all of the residents already had left due to the flooding.

Seafarer Mike Conway, the mate aboard the *Texas Responder*, which is based in nearby Galveston, Texas, said that the reaction to the spill and fire was both fast and efficient. "From the minute this thing broke, equipment and people appeared from every direction," he said. "A lot of what we tried to pick up was burned gasoline or burned oil, and that's not easy. Some of it was mixed with grass, tires, trees, pieces of houses. . . . When you get that junk hitting your booms, it's quite interesting."

"But with our boat crews, everything went smooth and all the equipment worked fine."

According to newspaper reports, fire officials described the blaze as a flash fire—a quick-striking and extremely hot fire generated by the large volume of gasoline floating on the water.

Towering flames rose above the river, and in some places the fire burned for four days.

The pipelines, which ranged in diameter from 36 to 40 inches, apparently were excavated by racing flood waters, then were punctured when those waters slammed debris into them.

Swift Cleanup

Both SIU-crewed responder vessels assisted with cleanup efforts in a closed section of the Houston Ship Channel, where they worked in tandem.

More than 1,000 people were involved in the overall cleanup.

"The beach cleanup is still going on and will be for a while, but the major parts on the water were done within the first couple of days," said Conway. "There were so many (cleanup) entities out there at once, altogether we deployed over 30,000 feet of booms."

The *Texas Responder* and the *Gulf Coast Responder* (which is based in Lake Charles, La.) each is equipped with two deck cranes, two stern-launched, 32-foot support boats (which were used to help tow booms during last month's cleanup), a stern-mounted skimmer and other gear including booms, transfer pumps and protective clothing. Each can hold 4,000 barrels of recovered oil.

"We worked (cleanup) for basically three days," added Conway. "Now we just have to clean the hulls and the skimmer equipment."

The *Texas Responder* and *Gulf Coast Responder* are part of a 16-ship fleet operated by Dyn Marine in behalf of the Marine Spill Response Corporation, a not-for-profit group created by major oil companies following the passage of the Oil Pollution Act of 1990 (OPA '90).

Crewmembers working aboard the vessels voted in September 1993 to join the SIU.



Standing in the entrance of his Houston home, Jimmy Rogers, with his camera pointed across the hall, finds himself in waist-deep water.

Seafarers Aid in Races of Pro-Maritime Candidates

Continued from page 3

officials have distributed and posted signs throughout the city for Senator Edward Kennedy (D) who is up for re-election.

In the port of Mobile, Ala., Seafarers recently participated in a phone bank which involved calling the homes of union members residing in Southwest Alabama, asking them to support

a number of candidates for local and state offices.

The SIU's legislative department tracks the voting records of elected officials on matters of special interest to Seafarers and the shipping industry. The union's support of candidates is based on their commitment to promoting cargo for U.S.-flag vessels and developing an American-flag revitalization program.



Showing support for pro-maritime Virginia candidates are (from left) AB Dan Hughes, QMED Robert Katterheindrich, AB Kenny Smith, QMED Kevin Quinlan and retired Recertified Bosun Bill Dawson.



Campaigning for Democratic candidate Hugh Rodham for U.S. senator in South Florida are, from left, AB Regina Ewing, AMO member Keith Craig and AB Douglas Heller.



SA Corinthus Thomas calls prospective voters from a Mobile, Ala. campaign office in behalf of local and state candidates.



In behalf of Senator Edward Kennedy of Massachusetts, who faces a tough re-election, Seafarers from the New Bedford SIU hall are placing signs in their yards and public sites around the area. Above, SIU Port Agent Henri Francois displays one of the campaign signs.



After a get-out-the-vote rally at the SIU Algonac hall, attended by more than 200 union members, VP Great Lakes Byron Kelley (left) takes a photo with Margaret Watson, mayor of River Rouge, Mich. (center) and Howard Wolpe, Democratic candidate for governor.

Maritime Briefs

President Signs New Law On Stowaway Controversy

A new immigration law that relieves carriers of the responsibility of detaining stowaways was signed by President Clinton last month.

The new Immigration and Naturalization Service (INS) law frees carriers of the responsibility of detaining stowaways for long periods while their asylum cases are decided.

According to *The Journal of Commerce*, the INS has taken custody of all asylum-seeking stowaways since August 1 as a result of a ruling on the issue by the U.S. Circuit Court of Appeals.

The old INS policy required carriers to provide detention for stowaways and fined them for any escapes that occurred.



Investigators Reveal Faulty Door in Ferry Sinking

Investigation into the sinking of the ferry *Estonia* on September 28 has revealed that the locks on the huge front cargo door failed during a violent storm, letting in a flood of water from the Baltic Sea. It was this rush of water into the vehicle deck that apparently led to the capsizing and sinking of the ferry off the coast of Finland, resulting in the deaths of 900 persons.

This conclusion was reached by a team of investigators, based on more than 15 hours of videotape taken underwater of the wrecked vessel by remote controlled cameras.

According to an article in *The Washington Post*, investigators issued a statement revealing the videotape showed the huge hinged door used for loading vehicles onto the ferry "fully separated from the rest of the vessel." The videotape helped confirm reports that the door had leaked or broken off the ship. The door, which operated in much the same way as a garage door, was detached from the ferry when the locks failed.

The bow door is supposed to be watertight, but investigators revealed it had been partly dislodged, leaving a gap of about three feet along the top edge that allowed water to rush into the car deck.

The Washington Post quoted one investigator as stating that the evidence "points to the fact that there was something wrong with the doors before the ship left harbor."



Great Lakes Seafarers Overcome Icy Delay

According to the Great Lakes Carrier Association, an organization which monitors the action of U.S.-flag shipping on the Great Lakes, a record-breaking August and a large increase in September loadings have enabled Great Lakes vessels to finally offset the significant ice delays encountered in March and April and pull ahead of last year's cargo carriage pace.

As of September 30, shipments of various dry and liquid bulk cargoes aboard U.S.-flag bottoms totaled 74.8 million tons, an increase of roughly 100,000 tons compared to the same time last year.

The association notes that while the increase may seem small, at the end of April, U.S.-flag carriage was more than 2.5 million tons behind schedule. The heavy ice formations that covered the Lakes in March and well into April cost U.S.-flag ships the equivalent of 133 steaming days. To offset the lost sailing days, U.S.-flag carriers have utilized virtually every serviceable ship on the Lakes this season.

Clinton to Support '95 Ship Bill

Continued from page 3

the committee could not meet.

When the bill could not be reported out of committee as a result of the farm-state senators' ploy, that left pro-maritime senators looking for other ways in which to bring the legislation to the floor. But with only two weeks in the session left and with the Senate bogged down by the Republicans' efforts to block all legislation of interest to the president, backers of the maritime bill were unable to get the bill to the floor of the Senate.

Planning for 1995

Immediately after Congress adjourned, backers of a strong U.S. shipping capability vowed to press for enactment of legisla-

tion in the early days of the next congressional session.

In a letter to President Clinton sent in mid-October, SIU President Michael Sacco and the heads of the other unions with seagoing members, said, "We are totally committed to the enactment of maritime revitalization legislation early in the 104th Congress."

"We cannot and must not allow those who oppose American shipping to succeed in their goal to eliminate the United States flag from the high seas. If the U.S.-flag fleet is eliminated, the carriage of America's foreign trade will be placed totally at the mercy of foreign shipping interests—often linked directly to foreign companies that compete head-to-head with our own exports—and thousands of highly-

skilled American maritime jobs will be sent overseas as well," the union presidents noted.

Signed by District No. 1-Marine Engineers Beneficial Association President Joel Bem, International Organization of Masters Mates & Pilots President Timothy A. Brown, American Maritime Officers President Michael McKay, District No. 4-NMU/MEBA President Louis Parise and Sacco, the letter thanked the president for his past support of U.S. shipping and noted the "tireless efforts of Transportation secretary Federico Peña, Maritime Administrator Admiral A. Herberger and their staffs" that helped make significant progress in developing a new national maritime program.



Former Head of Moran Towing Dies at 69

Thomas Moran, former president, chief executive officer and chairman of Moran Towing Corp., died in his sleep at his home in Darien, Conn. on September 26. He was 69.

The fourth family member to head the company, Moran's 32-year reign transformed the once small harbor towing and vessel docking business, founded by his grandfather in 1860, into a

diversified marine transportation company.

Born in Brooklyn, N.Y. in 1925, Moran sailed as a merchant mariner from 1943 to 1945. After signing off his last ship, Moran began working with Marine Transport Lines in New York, where he eventually became vice president of operations. Moran began his career with Moran Towing in 1962.

The company has a fleet of 53 tugboats and 12 barges which operate in Philadelphia; Hampton Roads, Va.; Jacksonville and Miami, Fla.; Port Arthur, Texas; and Portsmouth, N.H.

Thomas Moran

Paul Hall Center Introduces Tanker Safety Class

The Paul Hall Center for Maritime Training and Education last month conducted an extensively detailed, hands-on Tanker Operation/Safety pilot course which soon will become a regular part of the Lundeberg School's curriculum.

Six Seafarers and four members of the American Maritime Officers (AMO) early this month completed the two-week pilot course, which included plenty of feedback, suggestions and a written critique from the students. Their input will be used to help refine and possibly expand the course before it is added to the regular upgrading schedule.

The SIU developed the course in response to the Oil Pollution Act of 1990 (OPA '90). That legislation is intended to keep the nation's waters free of marine oil spills.

In its commitment to comply with all U.S. Coast Guard procedures and practices, the SIU responded to the OPA mandate by including the issue of training in its three-year standard freightship and tanker contract (covering the period of June 16, 1993 to June 15, 1996) and by establishing the Tanker Operation/Safety course.

'Essential Course'

"This is an important course, an essential course, and I'll be sure to pass the information I've learned on to my fellow members aboard ship," said Bosun **Milton Caballero**, 36, one of six SIU members who took the pilot class along with four members of the American Maritime Officers (AMO).

"The course really helped me," stated Bosun **Hugo Dermody**, 45. "I learned a lot about safety inside tanks, what chemicals to be cautious of, and how

and why they are hazardous."

Added Pumpman **Tom Koubek**, an 18-year SIU member: "I've learned a lot of new things about handling certain hazardous cargoes, how to use respirators and other emergency equipment. These are all very important."

Koubek and his classmates agreed that a large volume of material was covered by instructors **Byran Cummings** and **Jake Karaczynski**.

Students were introduced to the chemical and physical properties of petroleum products, flammability characteristics, toxicity/asphyxiation characteristics and health hazards associated with exposure to petroleum products.

They reviewed how to correctly monitor tanks for oxygen deficiency and take other meter readings with atmospheric monitoring equipment.

Other topics and exercises included:

- Creating site-specific ship-board safety plans.
- Reviewing final rules on benzene products.
- Troubleshooting and basic maintenance of monitoring gear.
- Extensive confined-space safety training and rescue operations aboard the *Empress II*, the Lundeberg School's modern training barge.
- Fit-tests using respirators and other breathing apparatus and emergency equipment.
- An introduction to fire chemistry and other aspects of firefighting, including fire hazard awareness and identification; fire prevention via vapor control; fire prevention via ignition source control; fire extinguishing equipment; fire fighting techniques and fire/emergency duties.
- Tanker construction and safety

Other areas of study included different types of oils, medical surveillance, vessel oil pollution prevention, national pollution contingency plans, water pollution, water program requirements and removal of oil and other hazardous substances.

Students also covered regional oil removal contingency plans; rules for protecting the marine environment; vessel pollution prevention equipment design and approval requirements; site safety, organization and coordination and more.

Seafarers who completed the course were **Koubek**, **Dermody**, **Caballero**, **Ferdinand Gongora**, **James Ellis** and **Marian Kabat**.



Completing the pilot course for Tanker Operation/Safety are (from left, kneeling) AMO members **Luis Charlin** and **Casey Boga** and Seafarers **Hugo Dermody** and **Milton Caballero**, (back row) SIU members **James Ellis** and **Marian Kabat**, AMO member **Ernie Richardson**, Seafarers **Ferdinand Gongora** and **Tom Koubek**, AMO member **Ray Dwyer** and instructor **Byran Cummings**.



As part of the hands-on Tanker Operation/Safety course, instructor **Byran Cummings** (right) reviews some of the health hazards associated with petroleum products.



Seafarers and AMO members review the proper fit and functions of breathing apparatus.



Instructor **Byran Cummings** answers a student's question about a protective mask.

Sahi's Scrumptious Feast



Steward/Baker **Mohammed Sahi** (second from right) and his culinary crew aboard the *President Truman*, an APL ship, prepare meals that delight their shipmates and guests alike. About to sample the first course are MFOW Agent **Lucky Honig** (left), SUP Rep **Kai Kristensen** (second from left) and SIU Patrolman **Raleigh Minix** (right) who were aboard to meet with the ship's unlicensed crewmembers.

Three Courses That Lead To a USCG Radar Endorsement Available to Houston Area Seafarers

A four-hour radar course, sponsored by the Lundeberg School in Piney Point, Md., will be held for all Seafarers who do *not* currently have their radar endorsement. Three dates have been scheduled so far.

The first class will be held Tuesday, November 29 at the SIU hall in Houston. It will last from 8 a.m. until noon.

The second will take place on Wednesday, November 30 at the Ramada Inn in Port Arthur. Class hours are the same—from 8 a.m. until noon.

Additionally, on Thursday, December 1, the third radar mini-course will be held, also at the SIU hall in Houston, and also from 8 a.m. until noon.

For additional information, contact the Houston hall at (713) 659-5152.

Seafarers Aid Gulf Buildup

Iraqi Troops Back Off as U.S. Reenters Gulf

Seafarers transported U.S. military personnel and materiel to the Persian Gulf last month as America responded to a buildup of elite Iraqi troops near Kuwait.

The U.S. Military Sealift Command (MSC) in early October directed 19 Afloat Prepositioning Force ships, including eight from the Ready Reserve Force (RRF), to sail in support of Operation Southern Watch. SIU members crewed 11 of those vessels, some of which off-loaded in Al Jabal, Saudi Arabia.

But the threat of a confrontation with Iraq quickly receded, and by mid-October the U.S. had capped its military buildup in the region and canceled plans for further mobilizations as the Iraqi troops withdrew from the border.

Approximately 13,000 U.S. ground troops and 2,000 Marines on board a group of Navy ships will remain in the Gulf for several more weeks, during which time they will conduct military exercises. At press time, the Seafarers-crewed prepositioning ship *Cpl. Louis J. Hauge Jr.* also was involved in drills in the Gulf. The other prepositioning vessels had dispersed to Diego Garcia and near Saipan in the Western Pacific.

More than 150,000 U.S. ground troops had been on alert, but the alert was canceled on October 20.

SIU members said that Operation Southern Watch naturally

evoked memories of Operations Desert Shield/Desert Storm, which began in late 1990 and ended in early '91 as the U.S. armed forces liberated Kuwait from Iraqi President Saddam Hussein's invasive military forces.

But they added that last month's operations were comparatively safer and on a much smaller scale than the Persian Gulf War, during which more than 200 U.S.-flag ships directed by MSC carried 15 million tons of cargo and fuel to and from the Middle East.

Prepare for the Worst

"Back in '91, no one knew where we were going or how far," Bosun **Michael Hurley** said from the bridge of the *PVT Franklin J. Phillips*. "This time, we weren't too concerned about getting hit."

"But we reviewed how to use all the protective clothing and gas masks and everything, just in case. We were prepared for anything."

Like many of the other prepositioning ships, which remain fully operational and loaded with cargo throughout the year, the *Phillips* did not off-load its equipment.

"We were prepared for a major download, but when we got to the Persian Gulf, the threat had become minimal," noted Mike Michaelson, captain of the *Phillips*.

Hurley added that the entire crew "did a really good job. All of the ABs were terrific, and the steward and engine departments also were great. . . . We had to put in a lot of extra hours loading stores, carrying them and things like that. We also topped off our fuel. . . . I have six men in the deck department, and they haven't missed an hour of [work] since we were called."

Chief Mate John Denton, an SIU hawsepiper, offered similar praise for the crew and noted the cooperative nature of both the civilian crew and the military passengers. "It was a big effort to do the job, but we got it done—anything that the Marines needed," he said. "The deck gang is well above average, and with 75 extra people on board, the steward department was tasked pretty hard."

High Morale

Aboard the *PFC James Anderson*, Bosun **James Keith Jr.** said that "morale was high" during last month's operations. "We were on full alert, and at first we thought the situation might turn into another Desert Storm," he said. "But we were ready—everyone stuck together and did a good job."

"We got the cargo holds ready for download and also got the deck gear ready. We greased the cranes and did all-around main-



tenance," he added. "My impression is that everyone performed with character."

SIU-crewed ships which were involved in Operation Southern Watch included the roll-on/roll-off vessels *Cape Washington*, *American Kestrel*, *JEB Stuart* and *Cape Wrath*; the crane ship *Gopher State*; the Maritime Prepositioning Squadron vessels *Anderson*, *Phillips*, *Hauge*, *1st LT Alex Bonnyman* and *PFC William Baugh*; and the heavy lift/submersible *American Cormorant*.

Action Backfires

Some news analysts in the U.S. have suggested that Hussein ordered his troops to move toward Kuwait's northern border

in the hope that the United Nations would lift trade sanctions currently enforced against Iraq, including one that prevents exporting of Iraqi oil.

Officials in Baghdad may have believed that the troop movements would draw attention to the country's economic hardships. They also may have schemed to withdraw the troops and then formally recognize Kuwait's integrity and borders, again hoping that the U.N. in turn would lift or ease the sanctions.

Instead the move backfired, as the international community condemned Iraq's actions and supported the American military's response.

SIU Crews 8 RRF Ships Bound for Haiti Operations

Continued from page 3

military rulers and a group of American diplomats, the invasion was changed to a peacekeeping mission as the military officials agreed to reinstate Aristide. That transfer of power took place last month.

The RRF ships still carried the same cargo as was planned for the invasion, however, including trucks, ammunition, medical equipment, communications gear, barges, portable pier systems and more. They also transported military personnel.

Seafarers who took part in Operations Restore/Maintain Democracy reported smooth operations and excellent cooperation between the civilian crews and the military. SIU members also expressed strong support for America's mission in Haiti.

Aboard the *Cape Mohican*, which sailed from Norfolk, Va., Seafarers in the steward depart-

ment prepared more than 4,000 extra meals for members of the Army and Navy. "We carried an emergency portable pier system, and we had about 200 military personnel on board," said Chief Steward **Bud Marchman**. "I was informed that the military was going to use their MREs (Meals Ready to Eat), but the captain and all of us felt very bad about that. MREs will sustain life, but they get old very quickly!"

"With the captain's permission, Chief Cook **Marjorie Mack** and I prepared extra food at each meal for the military, who provided mess cooks. They were overwhelmed with the kindness and really enjoyed the food. We felt good about it, too, because these are our troops. When you get a chance to do something for your country, you do it."

Andrew Mack, the bosun aboard the *Mohican*, complimented the galley gang for a "fantastic job" and stated the entire



The *Cape Island* was one of eight RRF ships crewed by Seafarers to support military operations in Haiti.

crew performed in a thoroughly efficient and professional manner. "It was a successful trip, and anything we could do for our military, we were glad to do."

AB **Howard Blanks** sailed aboard the *Cape Texas*, which crewed up in Mobile, Ala. and then loaded cargo in Norfolk and in Wilmington, N.C. before making the four-day voyage to Haiti. He said that off-loading in Port-au-Prince took slightly less than two days.

"Everything went well and everyone on this ship did their job," stated Blanks. "Nobody was worried, and we discussed the U.S. presence in Haiti and agreed that it was definitely the right thing to do."

Blanks added that during his brief time ashore, "The Haitian people were happy to see us and they treated us with a lot of respect. I was cautious, but they were glad we were over there."

AB **Charles Simmons** used an 80-ton elevator aboard the *Cape Taylor* to move cargo from deck to deck, and he declared that the upgrading courses he has

taken at the Paul Hall Center proved particularly useful during these operations. "We went to Bayonne, N.J., for cargo and the loading took 24 hours," he recalled. "Once we got to Haiti, we unloaded in 17 hours, and we headed back to Mobile immediately after the discharge."

Simmons said the *Taylor's* crew saw thousands of Haitians lining the shores. "Those people are hungry and they had no form of government. They need our help badly, and I think the United States (military) certainly should be there."

"I'm just sorry it was such a short cruise—18 days, start to finish—because we want to help."

'Sterling Support'

General John Shalikashvili, chairman of the Joint Chiefs of Staff, described the U.S. merchant marine's role in Haiti as "sterling support to our great nation" and noted the "flawless, timely response" of everyone involved in the RRF activation.

More than 2,000 U.S. troops landed without resistance on

Haiti on September 19. Thousands more troops followed as the U.S. facilitated Haiti's return to democratic rule.



AB **Kennard Campbell** (left) and Bosun **Millard Napier** took part in Operations Restore/Maintain Democracy as crewmembers aboard the *Cape Texas*.



Ready to do their part in the break-out of ships bound for Haiti are OMU **Van Cowart** (left) and DEU **Carl Turner** on board the *Cape Texas* as it crewed up in Mobile.

Paul Hall Center Adds New Vessel To School's Hands-on Training Fleet

The Paul Hall Center for Maritime Training and Education recently added a second 80-foot former U.S. Navy boat to its fleet of training vessels at Piney Point, Md.

The vessel will provide upgraders with an expanded opportunity for hands-on training in radar, navigation and shiphandling, as well as other seamanship skills.



The new training boat is equipped with radar that will be utilized by upgraders at the Paul Hall Center.

"Since she was operational until just a few weeks ago, it will be easy to convert her for our training needs," noted instructor Bill Hellwege, who was joined by fellow instructors Jim Brown and Tommy Swann and Lundeberg School Waterways Advisor Bill Saul in transporting the boat from the U.S. Coast Guard training base in Cape May, N.J. to Piney Point.

The yet-to-be-named craft is of wooden construction with an aluminum deck house and has a displacement of 70 tons. The main engines are two twin-pack GM 671 diesels with twin shafts producing 660 hp, for a top speed of 13.5 knots.

Among the boat's equipment is radar, a fathometer, gyro compass, UHF and VHF radio and more.

This class of vessel formerly was used for instruction in seamanship, navigation and engineering at the U.S. Naval Academy in Annapolis, Md. and at the Naval Officer Candidate School in Newport, R.I. The vessels also were assigned as harbor defense craft, and would have provided, in time of war, a mine countermeasure force in and around U.S. harbors. Additionally, they were used for shipping

channel surveys and mine detection duties.

The Lundeberg School previously acquired a similar boat in the spring of 1992 from the Naval Air Warfare Center in Patuxent River, Md. After its arrival at Piney Point, Lundeberg School personnel removed all the excess and obsolete Navy gear, worked on the engines and updated the navigation equipment. The craft also was painted white (over her original gray) and named *Seafarer*.

In addition to its regular functions as a training boat, the *Seafarer* assisted, earlier this year, in the towing of another piece of marine equipment to be used for training, the *Empress II*, a state-of-the-art barge formerly used by the U.S. government for electromagnetic testing.

The *Seafarer*, the *Empress II* and the newer boat were acquired via the U.S. Defense Regional Material Office based in Virginia, under terms of the Merchant Marine Act of 1936, as amended in 1980. That law reads in part that "excess or surplus vessels, shipboard equipment and other marine equipment, owned by the United States, may be made available by gift, loan, sale, lease or



The yet-to-be-named wooden vessel will provide upgraders with an expanded opportunity for hands-on training.



Because the craft was being operated almost until the Lundeberg School acquired it, instructor Bill Hellwege believes it will not take too much effort to convert her for the school's training needs.

charter to the Federal and state maritime academies and to any nonprofit training institution which has been jointly approved by the (Maritime) Administration and the U.S. Coast Guard. . . ."

Two Additional SIU Halls to Host Refrigeration Classes November 14 Is Deadline for Obtaining EPA Certification

The refrigeration technician certification course conducted by the Lundeberg School of the Paul Hall Center for Maritime Training and Education is available to Seafarers this month at the SIU halls in San Juan, P.R. and in Algonac, Mich. The two-day class also is scheduled this month for the Paul Hall Center.

Additional classes are slated for early 1995 at the SIU halls in Jacksonville, Fla., Wilmington, Calif. and Brooklyn, N.Y.

The Lundeberg School has been offering the class—which is approved by the Environmental Protection Agency (EPA)—at SIU halls across the country since July. It also is available as part of engine department upgrading courses at the Lundeberg School and is being offered occasionally as a separate course at Piney Point.

A four-part, 100-question EPA exam is administered immediately after the class. Passing this test will result in Seafarers earning EPA certification that is required for anyone involved in repair and servicing of refrigeration equipment and air conditioning systems.

November 14 is the deadline for obtaining certification, according to the EPA regulation

which mandates it. That regulation stems from the Clean Air Act Amendments of 1990.

The first day of the course begins at 8 a.m. and lasts until 4 p.m. Topics covered include refrigerants and compressor lubricating oils, refrigerant handling safety procedures, how refrigerants affect the environment and theories of refrigeration.

Day two also starts at 8 a.m. and lasts until 2 p.m., followed by the exam. Some of the subjects covered are refrigeration servicing, handling small appliances and working with high- and low-pressure equipment.

The instructor conducts testing following the second day of class, from 2 p.m. until 4 p.m.

The exam is divided into four parts, and there are corresponding certification types. Most Seafarers who handle refrigerants will need at least what are known as Type I and Type II certifications, since galley equipment is covered under Type I, and ships' stores systems are covered under Type II.

The SIU encourages all QMEDs to test for what is called Universal certification. In particular, Seafarers who work aboard cruise ships should seek Universal certification.

Anyone may take the exam an unlimited number of times, so different certifications may be earned separately.

Results will be mailed to Seafarers no more than a month after they take the exam. Those who pass one or more sections of the test will receive a certification

card (which has no expiration) and a certificate.

According to a recent action by the Seafarers Appeals Board (SAB), after November 14, 1994, Seafarers who have passed the certified refrigeration technician exam will be given priority within their respective seniority classes

for all QMED, electrician, refrigeration and junior engineer jobs.

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

Seafarers Stress Class Preparation

Seafarers who took the Paul Hall Center's two-day refrigeration technician certification course at SIU halls in San Francisco, Seattle, Honolulu and Wilmington, Calif. last month found that thorough preparation combined with the classwork made passage of the exam more likely.

Like many other SIU members who took the course earlier this year, those who took it on the West Coast and in Hawaii advised fellow members that studying the course textbook in advance is a major boon when it comes time to take the 100-question Environmental Protection Agency exam immediately following the course.

"There's so much information to cover in a relatively short time, you better show up ready to learn," said Electrician Gilbert Millsap, 61, who passed all four sections of the exam at the Seattle hall. "I had the book 'Refrigerants and the Environment' a week before the class, and it served me well."

The 40-year SIU member added that he appreciated the Paul Hall Center bringing the course to SIU halls throughout the country. "We owe a vote of thanks to the union for putting this on."

QMED/Electrician Sonny Acosta took the class in San Fran-



Seafarers at the SIU hall in Seattle take notes on theories of refrigeration during the two-day refrigeration technician certification course.

cisco and also passed all four parts of the test. "It's a good course and the instructor is first-rate," he said. "I got the book in advance and it really helped. The diagrams are excellent, the instructions are very specific and I'll be able to refer to it in the future."

OMU Mark Lawrence, who took the class in Honolulu, and QMED Steve Byerly (Wilmington) separately gave identical summaries of the necessity for studious preparation: "Getting the book in advance is a must!" they each stated.

Seafarers who want to buy the book should indicate this to the port agent whom they contact

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

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

REFRIGERATION TECHNICIAN COURSE SCHEDULE

1994		
DAY	DATE	LOCATION
Wed.-Thu.	Nov. 16-17	San Juan, P.R.
Fri.-Sat.	Nov. 18-19	San Juan, P.R.
Tue.-Wed.	Nov. 29-30	Algonac, Mich.
Mon.-Tue.	Nov. 21-22	Piney Point, Md.

1995		
DAY	DATE	LOCATION
*Mon.-Fri.	Jan. 9-13	Jacksonville, Fla.
*Mon.-Fri.	Feb. 13-17	Wilmington, Calif.
*Mon.-Fri.	Mar. 13-17	Brooklyn, N.Y.

*Five-day blocks of time have been set aside for these courses to accommodate all who apply and those who want to retest. Each course, however, will take place over the regular two-day period.



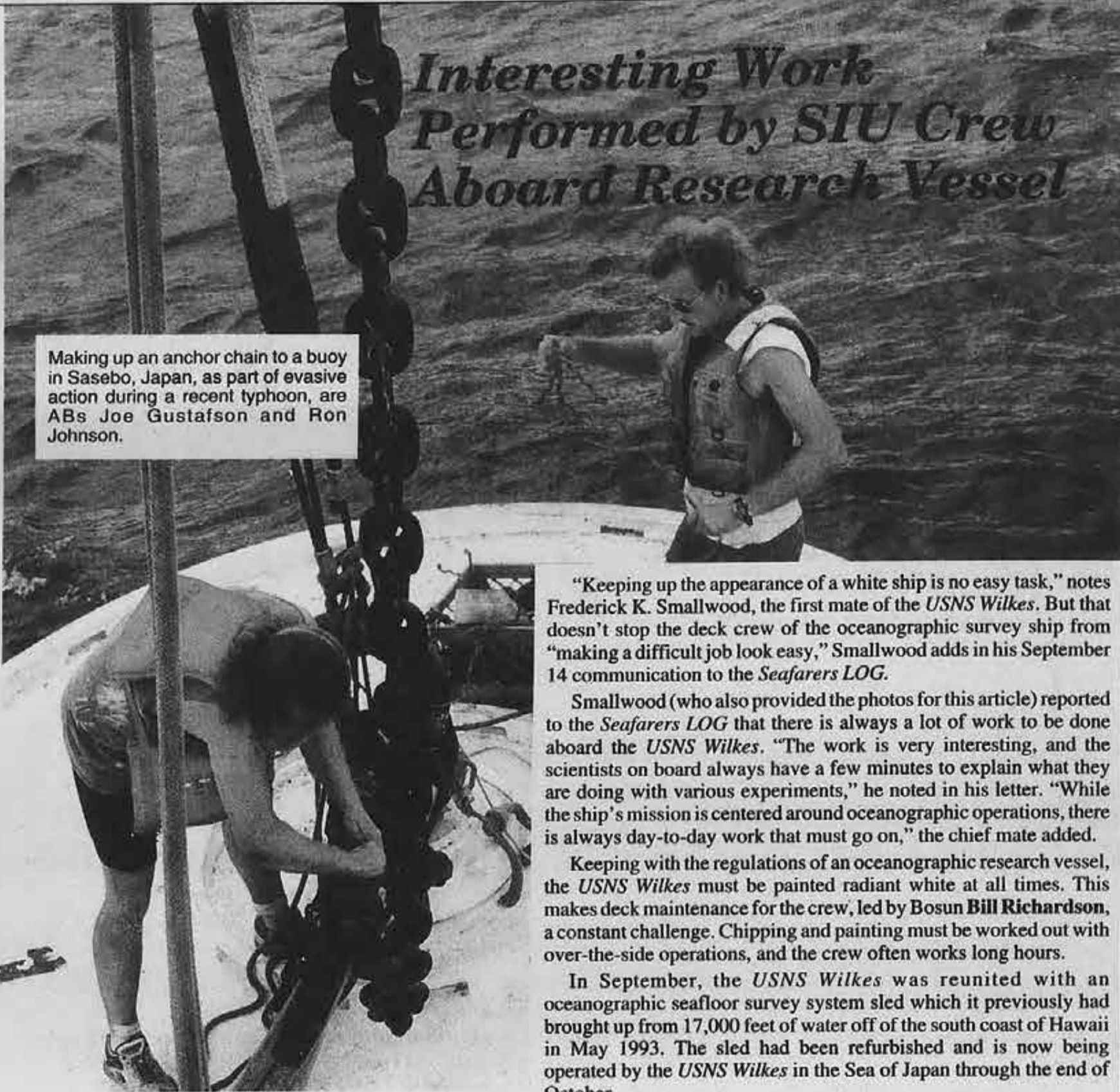
AB John Sokolik works hard to keep the *Wilkes'* decks white.



OS Glenn King reports to the deck, ready to begin long hours of chipping and painting.



Operating the air compressor which feeds seismic research equipment is QMED Greg Jones.



Interesting Work Performed by SIU Crew Aboard Research Vessel

Making up an anchor chain to a buoy in Sasebo, Japan, as part of evasive action during a recent typhoon, are ABs Joe Gustafson and Ron Johnson.

"Keeping up the appearance of a white ship is no easy task," notes Frederick K. Smallwood, the first mate of the *USNS Wilkes*. But that doesn't stop the deck crew of the oceanographic survey ship from "making a difficult job look easy," Smallwood adds in his September 14 communication to the *Seafarers LOG*.

Smallwood (who also provided the photos for this article) reported to the *Seafarers LOG* that there is always a lot of work to be done aboard the *USNS Wilkes*. "The work is very interesting, and the scientists on board always have a few minutes to explain what they are doing with various experiments," he noted in his letter. "While the ship's mission is centered around oceanographic operations, there is always day-to-day work that must go on," the chief mate added.

Keeping with the regulations of an oceanographic research vessel, the *USNS Wilkes* must be painted radiant white at all times. This makes deck maintenance for the crew, led by Bosun Bill Richardson, a constant challenge. Chipping and painting must be worked out with over-the-side operations, and the crew often works long hours.

In September, the *USNS Wilkes* was reunited with an oceanographic seafloor survey system sled which it previously had brought up from 17,000 feet of water off of the south coast of Hawaii in May 1993. The sled had been refurbished and is now being operated by the *USNS Wilkes* in the Sea of Japan through the end of October.

While at sea, the vessel encountered two typhoons—Ellie and Fred. According to Smallwood, Ellie passed close enough to the ship's operating area that evasive action was required. The *USNS Wilkes* rode out the storm at a buoy in the harbor at Sasebo, Japan.

The 287-foot *USNS Wilkes* has been operated by Bay Ship Management for the Military Sealift Command (MSC). Earlier this year, however, the MSC awarded a five-year operating contract for the vessel and others of its class to Dyn Marine Inc. That company's operation of the *USNS Wilkes* began October 29.

Dyn Marine is operating the *USNS Wilkes* and the other vessels under MSC's contract with non-union vessels in organizational status.



OS Darrayl Marshall applies white paint to the stern bulwark.



Purser Vicky Holloway (left) and Cook/Baker Carmelita Henry meet outside the purser's office to go over the day's menu.



Preparing to take a bottom sample is Bosun Bill Richardson.



Bosun Bill Richardson (right) and OS George Galanis mix paint.



Cutting in bow draft marks is AB Joe Gustafson.

SEAFARERS FAMILY photos



After sailing with the STM for more than 40 years, Raul Iglesias Sr. retired last December. He and his wife of 44 years, Gladys (in photo above) make their home in Arroyo, Puerto Rico. Raul says he misses all the activities at sea.



Mr. and Mrs. Richard Hollis were married May 21, 1994 in Prince Frederick, Md. Richard is a chief engineer with Crowley in San Juan, P.R.; Tammy is employed with the Seafarers Vacation Plan in Piney Point, Md.



ZMED Jim "Indiana" Payne recently married the former Diana Gamero, who hails from Honduras. Known among his peers for his selection of out-of-the-ordinary vacation sites, Payne reported that he "thought going down the Nile and Amazon rivers was adventure, but the real adventure was a good old-fashioned Honduran wedding. It lasted for three days!" Payne added that he is considering taking part in a 100-mile dog-sled ride in Alaska sometime soon. "But I've slowed down a little since I got married."

Another peek into the Seafarers LOG family album shows us some happy moments in the lives of SIU members, including two weddings, a fishing trip and families getting together. As always, the LOG welcomes photographs from Seafarers and their families and will publish them on a periodic basis.



At home in Mobile, Ala., Steward Assistant Charles Collier Jr. holds his young son, Charles III. The elder Collier recently sailed on the Cape Lobos, taking the ship from the Mobile shipyard to Wilmington, N.C.



Aboard the 2nd Lt. John Paul Bobo in Panama City, Fla., Sheila Wilson visits her husband, Bosun Red Wilson.



Recently retired from the STM, Bosun Manuel Silva visits Piney Point with his wife, Laura, and daughter, Ana Carolina. The Silvas make their home in Portugal and urge any STM friends to stop by and say hello when docked there.



Bosun Bob Pagan's family visits him on the Overseas Ohio while it was docked in Long Beach, Calif. They are, from left, son, Ryan; daughter, Ashley; Pagan; son, Alex and wife, Lee.



Chris Derra caught this steelhead in front of the Algonac STM hall. Chris sails as a ZMED.

Crewmembers aboard the *MV Advantage* surmounted rough seas to rescue hundreds of exhausted and ravenous South Yemeni refugees aboard two gunboats in deplorable condition which were in danger of sinking.

On July 9, the *Advantage* and its crewmembers came to the aid of the two foundering gunboats containing 353 men, women and children who were fleeing the civil war between the north and south in their native Yemen.

The *Advantage*, a breakbulk ship operated by Red River Shipping for the Military Sealift Command (MSC), had just finished unloading U.S. military armored vehicles in Kuwait when it was contacted by the MSC, which advised the captain of the position of the two distressed gunboats in the Gulf of Aden. The South Yemeni gunboats (identified only as boats 121 and 123) were directly on the course of the *Advantage* from Kuwait to the Red Sea, so the MSC requested that the vessel and crew investigate the situation and render assistance if possible.

According to news reports, six boats had attempted to leave Aden harbor under the guns of North Yemeni forces. Four of those had been blown up and sunk. The two boats rescued by the *Advantage* were literally all that was left of South Yemen's army and navy. Included in those rescued were the head of the army, the advisor minister of defense and various military colonels. Also aboard was South Yemen's deputy prime minister.

Preparing for the Rescue

Preparations for the rescue began by all departments the night before the mission took place. However, crewmembers did not know how many people they would be bringing on board or the condition of the refugees until the *Advantage* reached the two gunboats.

"The night before, we got the house ready. We cleared out several rooms and began preparing food and drinks for when the refugees came on board, because what we did know is that they had been without food and water for a little while," Steward/Baker John Venables told a reporter for the *Seafarers LOG*.

A shipboard hospital and emergency room was set up for the sick and injured by Second Mate Steven Souza and QMED Richard Sanford, who helped the South Yemeni refugees in need of medical attention with his extensive paramedic background.

Preparations by the deck crew, led by Bosun Shaw Matthews, included making fenders by attaching lines to large tires and lowering them from the *Advantage* in order to keep the vessels' hulls from smashing against one another.

A 'Tense Time'

The South Yemenis had been adrift for four days, nine miles offshore. When the *Advantage* reached them, they had only reserve fuel, a little food and virtually no water left.

"The refugees had practically run out of food and water several days before we found them. They were really tired. There was also a school of sharks swimming in the area," said Spence. He noted that although the sharks were "only four-footers, they can cause problems."

The *Advantage* reached the first gunboat at 6 a.m. and found hundreds of heavily armed South Yemeni soldiers aboard that vessel.

"We had no idea that they were so heavily armed," noted Matthews. "The element of surprise was so great when we first saw how many weapons they had. It was a very scary and tense time while the refugees and our crewmembers sized one another up," Matthews explained.

"I don't think I feared for my life, but I was afraid of what might happen when we brought them on board. They were in a very desperate situation, and they more than outnumbered us," said the bosun. "What we realized later was that the refugees were scared too," he added.

Venables recalled that at first it was not apparent that women and children were aboard the vessels. "When we first came upon the boats, we could not see the women or children. The Yemenis had them all hidden inside. Once they realized that we were there to help them, everyone appeared on deck," he said.

Chief Cook Matt Spence noted that although communication was difficult at first, it was soon evident that the refugees were ready to comply with any conditions set by the *Advantage* crew.

"Before we could bring them on board, we had to get the Yemeni soldiers to throw away their weapons," recalled Spence. "The captain called down from the bridge to ask the refugees to disarm." "Once it became apparent that we were there to help, the Yemenis began throwing their weapons into the sea," he said.

Rescue Begins

The *Advantage* maneuvered itself into position to receive lines from the first gunboat. Rough seas caused heavy rolling of the

ship and initially hampered the crew's efforts. "Due to high swells, we couldn't lower the gangway, so we sent down the pilot ladder," explained Matthews.

The lines offered by the gunboats were too small to hold the vessels to the *Advantage*, so Matthews, AB Lawrence Jackson and Sanford descended the pilot ladder and boarded both gunboats to help the refugees.

"Due to lack of experience, the refugees were having trouble handling the lines, so we basically helped them organize in order for our rescue efforts to be conducted safely," explained Matthews. "We showed them how to hold the ladder so they would not hurt themselves and strapped those who needed to go in the gurney safely in place," he added.

"We got down onto the first boat and the first thing we noticed was the incredible stench and the horrible condition of the vessel. It was like nothing I have ever seen," Matthews stated.

"Conditions on both of the boats were absolutely deplorable," said Bosun Shaw. "Not only were they filthy from the hundreds of Yemenis struggling to survive while at sea, but the boats seemed to be poorly maintained. They looked as if they had been tied up for a great amount of time," he added.

Matthews said that although the refugees had thrown the weapons they were holding into the ocean, there were hundreds of other arms resting in various places aboard the boats.

"There were literally guns everywhere you looked. In the piping and wiring conduits, shoved in corners and almost

everywhere our eyes could see, there were guns. It was an amazing sight," added the bosun.

Making the Transfer

Once lines were secure and all visible weapons had been thrown into the sea, the transfer operation began and did not stop until the last refugee was hoisted from the second boat later that afternoon.

During the boarding process, many of the South Yemenis had trouble using the pilot ladder.

"Hungry, thirsty, exhausted and traumatized, a 30-foot climb up a rope ladder is tough for a man in good shape, but for the old and sick it is Mount Everest," wrote AB William Kallins in an article describing the rescue which was published in the *Bradenton Herald* of Bradenton, Fla. He added that the crewmembers also lowered lifelines and a metal gurney to help pull up the weak and sick and keep them from being crushed between the parallel hulls.

Three pregnant women and two soldiers with gunshot wounds were hoisted safely aboard the *Advantage* in the gurney.

QMED Sanford carried the 15 South Yemeni children from the gunboats one at a time, on his back, up the 30-foot pilot ladder to safety aboard the *Advantage*.

"We worked about 10-and-a-half hours straight, in 105 degree heat, getting people on board," Spence stated. "The entire crew really worked together to get the job done. It was very important to us to save the refugees."

"When I reflect back on the

situation, it never ceases to amaze me. Here you have these people who had been fighting for their lives for months without end, and then we came along and told them that if they threw away their weapons, we would help them and their families. And they did. They threw away their weapons and put their trust in us. It was an incredible feeling," Venables noted.

"It was amazing to see the looks on their faces when they came aboard. They would hug us and express how happy they were," recalled Spence.

As some of the *Advantage* crewmembers were exchanging information with the South Yemenis who spoke English, other Seafarers were aiding the sick and the injured while the steward department put the final touches on a meal for more than 350.

Attending to those in need of medical attention was Sanford, who Venables said did a "remarkable job."

The pregnant women, soldiers and the elderly were treated for simple ailments and released from the ship's hospital "happy to be alive," Venables said.

Of all 353 refugees brought aboard, only one person suffered a slightly serious injury which later required the amputation of a toe.

Special Galley Efforts

Meanwhile the steward department, consisting of Spence, Venables and SA William Wickland, served the refugees hundreds of pounds of rice and cases of vegetables mixed with a soup base. "Because they had not had any type of nourishment in several days, the food we served had to be an important and quick source of protein and vitamins. We did not prepare any meat because that could make them sick," noted Venables.

Spence recalled, "We set up two food stations and fed everyone. We brought out big pots of food and kept feeding until they were full."

Feeding, housing and providing medical attention for the 353 refugees went on through the night. "The entire crew performed heroically to get the refugees comfortably settled," noted Spence.

Once the refugees had rested, slept and eaten, many were able to find temporary comfort aboard the

Advantage, something that they had not experienced in a long time.

"Being in the desperate situation that they had been in, they were just overwhelmed to be among friendly people," said Venables.

"What was most wonderful were the children. The 15 of them averaged in age between 2 and 5 years old. Once on board, with their tummies full and made to feel secure, they became kids again—running and playing and laughing. It really made all the hard work worthwhile," Venables added.

The steward/baker noted that Spence took over a lot of the responsibility of caring for the children. He helped them get cleaned up and fed while teaching them new American songs.

"The playfulness of the children provided some relief from the seriousness of the situation. They were the best. They

still had a lot of life in them and they were playing as soon as we got them on board and away from all dangers," recalled Spence.

Several hours after the refugees were situated aboard the *Advantage*, Matthews noted a change in the atmosphere. "The mood of the Yemenis changed dramatically from relief and happiness over being rescued, to a great sense of sadness and despair," he recalled.

"In the long trip to Oman, they had time to think of their future and their ultimate destiny," the bosun reflected. "They had just been forced out of the only country they had ever known, and they really had no place to go. It was very sad."

The End of the Voyage

The *Advantage* was instructed to deliver the South Yemenis to safety in a refugee camp set up for them by the United Nations in Oman, 12 hours from where the rescue took place and 14 hours off course for the *Advantage*.

All 353 South Yemeni refugees were transported safely to the camp in Oman by the *Advantage* crew. According to Spence, it took approximately two hours for all the refugees to leave the ship.

"I can honestly say that I shook everyone of the 353 refugees' hands and received many hugs from the grateful Yemenis. It was kind of sad for the crew to say goodbye. We wished them all the best," said Matthews.

Crew Is Praised

In a telex sent to the ship, crewmembers aboard the *Advantage* were commended by Vice Admiral Douglas J. Katz, Commander Naval Surface Forces U.S. Atlantic Fleet. He stated, "I would like to extend a hearty congratulations to you on your successful rescue of the 353 Yemeni personnel adrift in international waters. Without exception, I am sure that those rescued will forever hold the U.S. merchant marine in the highest esteem. Your actions serve as an example of the time honored tradition of service and compassion associated with mariners the world over."

Mark Parris, acting assistant secretary for Near Eastern affairs for the Department of State, wrote in a letter to Red River Shipping Company, "I wish to take this opportunity to thank you and your employees for their successful rescue at sea of nearly 300 men, women and children fleeing the unfortunate conflict in Yemen. The Department of State commends Ship Master Harry F. Ball and the crew of the *MV Advantage* for acting in the finest tradition of the U.S. merchant marine."

"We can think of no more outstanding example of the dedication and ability of the U.S. merchant marine than this," Parris added.

Rodney Gregory, vice president of operations for Red River Shipping Corp., praised the *Advantage* crew in a letter to the *Seafarers LOG*. "Food, water and showers were provided to the 353 refugees, who were delivered to Oman the following day. This unselfish effort by the master and crew of the *MV Advantage* is an outstanding example of the dedication and ability of the U.S. merchant marine," Gregory wrote.

The *Advantage* is used to augment the MSC's prepositioning program which is designed to meet the U.S. military's rapid response needs in times of war or international conflict.

353 Fleeing Yemenis Saved by MV Advantage



Rolling a tire on deck, which will be used to keep hulls from smashing against one another, is OS Bill Kallins.

Although lines were attached, the rough seas made it difficult to bring the gunboats alongside the *Advantage*.



Chief Mate Michael Koppenhaver, Bosun Shaw Matthews, AB Lawrence Jackson and OS Bill Kallins make fenders for the *Advantage* in preparation for the rescue operation.



Once lines were secured, crewmembers prepare to bring the refugees on board while the second boat remains drifting in the distance.



Crewmembers worked for more than 10 hours bringing the 353 Yemeni refugees from both boats aboard the *Advantage*.



Chief Cook Matt Spence made many fast friends among the Yemeni children, who were relieved to laugh and play again aboard the *Advantage*.



When everyone was safely aboard the *Advantage*, the refugees relaxed and enjoyed cold drinks and sandwiches on deck.



Before the Yemenis were allowed to come on board, crewmembers communicate to them that they have to throw all weapons into the sea.



The Yemenis wait patiently to board the *Advantage* while watching the first of their fellow countrymen climb the pilot ladder to safety.



A Yemeni soldier explains the horrible conditions of the civil war to QMED Bob Ready while newly boarding refugees are searched for additional weapons.

Harvest Grains Keep Orgulf Tugs Busy

As the cooler winds of autumn begin sweeping down from the north, SIU crewmembers aboard Orgulf tugboats along the Mississippi River continue to work without interruption.

"It has been a busy summer for us, which can be attributed to the flooding of the Mississippi last year. Looking to this fall—harvest time—it seems like we will continue to have plenty of work," Dorlis Taylor, who sails as a cook aboard the *Enterprise Star*, told a reporter for the *Seafarers LOG*.

Friendship Eases Hard Work

Taylor added that teamwork and friendship aboard the tug makes hard work a little easier. "Because we work in so many different conditions—day and night, as well as sometimes unfavorable weather—it helps to like what you do and the people you work with. We are all like a big family," she noted.

Besides its usual loads of mulch, coal, scrap and other dry cargo, Orgulf tugs have been moving much of the summer crops along the waterways and will continue as the fall harvest begins.

"There is always so much work to be done that it is really great to be working with others who not only share similar interests but also who make going to work

fun," noted Eddie Oliver Jr. who sails as a deckhand aboard the *J.S. McDermott*.

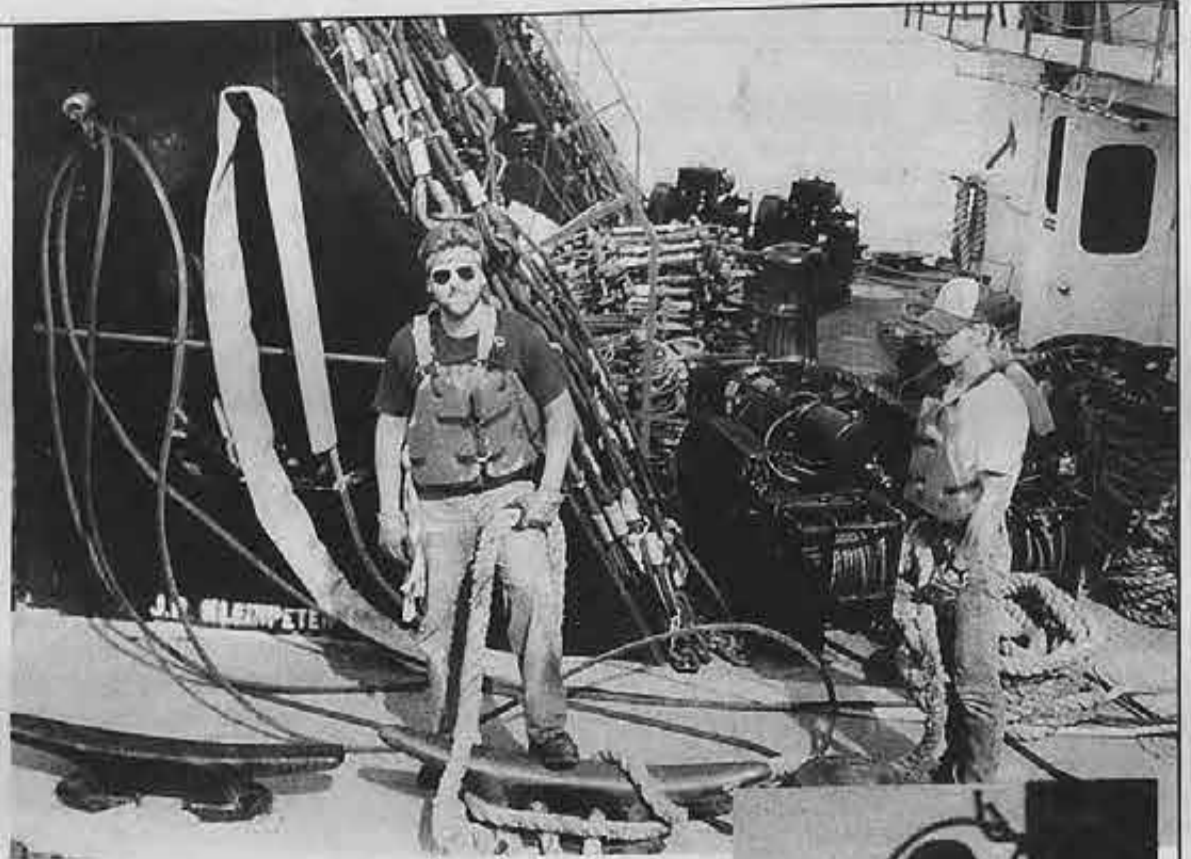
SIU crewed Orgulf tugs travel a diverse span of waters along the Mississippi, and personal safety is always a concern, as is the safety of others navigating the area.

Safety Is Stressed

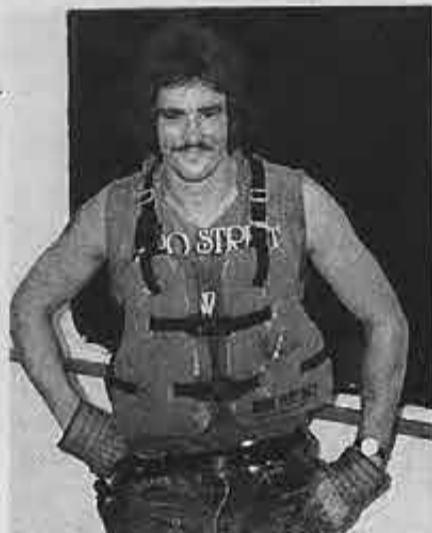
Crewmembers aboard vessels like the *Peter Fanchi* reinforce the importance of safety on the waterways. Deckhand Andreas Knighter stated that he always practices safety while on board and encourages his fellow crewmembers to do so as well. "It is our concern for one another that makes sailing on Orgulf tugs so great. When we are sailing... all we have is each other," the deckhand noted.

Depending on the area and current conditions in their designated waterway, some boats are able to operate with as many as 35 barges.

Orgulf, which is based in Cincinnati, operates tugs and barges along the Mississippi River. While the upper part of the river closes in winter because of ice and bad weather, the company operates vessels year-round from Moore's Landing, Mo. south to New Orleans.



A busy season means non-stop work for Utilityman Chris Hormuth (left) and Mate Barry Clarke (right) of the *J.B. Kleinpeter*.



Overseeing deck operations aboard the *Peter Joliot* is Lead Deckhand Dennis Joliot.



On a quick break, Lead Deckhand Mozell Turner catches up on union news aboard the *Enterprise Star*.



Checking the lines on board the *J.S. McDermott* is Deckhand Eddie Oliver Jr.



Preparing fresh clam chowder for crewmembers on the *J.S. McDermott* is Cook Peggy Robinett.



Cook Dorlis Taylor chops onions for egg salad aboard the *Enterprise Star*.



Peter Fanchi deckhand, Andreas Knighter, gets the lines ready to tie up the vessel.

Slow, Icy Start Yields To Busy Shipping Season For Great Lakes' Iglehart



Aboard the *J.A.W. Iglehart*, which was delayed from beginning its sailing season by icy waters, are Watchman Jeffrey Davis (right) and SIU Algonac Patrolman Ken Horner.



Porter Ahmed Kaid tidies up the galley aboard the *J.A.W. Iglehart*.

Despite a glacial start to the Great Lakes sailing season, the *J.A.W. Iglehart* has been working great guns, and its operator, Inland Lakes Management, expects the vessel will be sailing late into the year.

The slow beginning of the sailing season was due to thick ice formations that covered Lake Superior and the connecting channels. As a result, many Great Lakes ships did not begin operations until late spring.

The *J.A. W. Iglehart*, a self-loading cement carrier, became stuck in more than 36 inches of ice when entering Thunder Bay near Alpena, Mich. to pick up cargo.

Industry sources predict that Great Lakes ships like the *Iglehart* will work late into the year. There is no shortage of cargoes on the lakes this year, so shipping should continue as long as the weather permits.



Second Cook Paul Paton (left) and Algonac Patrolman Tim Kelley expect the *Iglehart* to have steady work until the lakes freeze over.



Getting ready for the next meal aboard the Inland Lakes Management vessel is Second Cook Lee Sleeper.

Dispatchers' Report for Deep Sea

SEPTEMBER 16 — OCTOBER 15, 1994

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	25	36	5	24	28	2	14	53	57	8
Philadelphia	0	5	2	1	6	1	1	2	10	6
Baltimore	5	7	2	1	5	3	0	9	13	4
Norfolk	10	13	12	5	13	9	1	20	19	20
Mobile	9	12	1	6	9	1	0	14	33	3
New Orleans	12	26	7	14	15	3	5	26	44	8
Jacksonville	19	17	12	17	11	8	5	39	36	21
San Francisco	16	23	5	12	10	0	7	40	42	12
Wilmington	11	16	4	10	13	1	11	27	29	16
Seattle	28	29	2	20	7	1	7	49	43	6
Puerto Rico	7	3	4	7	4	1	3	12	7	7
Honolulu	4	18	6	1	9	11	0	7	25	5
Houston	20	25	4	16	19	1	7	38	53	22
St. Louis	0	1	0	0	2	0	0	0	2	1
Piney Point	1	8	0	1	1	0	0	2	13	0
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	167	239	66	135	152	42	61	338	426	139
ENGINE DEPARTMENT										
New York	19	22	3	11	4	0	2	35	52	4
Philadelphia	1	1	0	0	0	1	0	4	5	1
Baltimore	6	8	2	3	5	1	1	6	12	3
Norfolk	5	6	9	4	5	5	5	8	15	8
Mobile	7	4	0	5	5	0	2	12	9	2
New Orleans	6	13	2	11	8	3	3	13	23	3
Jacksonville	8	10	5	5	8	2	3	20	24	11
San Francisco	15	18	0	6	4	0	1	28	32	3
Wilmington	7	12	4	4	16	5	5	17	18	7
Seattle	16	10	3	18	8	1	5	21	22	5
Puerto Rico	7	3	0	4	5	3	4	7	4	0
Honolulu	2	8	5	5	8	6	3	6	12	7
Houston	20	13	2	9	5	1	6	25	20	7
St. Louis	0	0	0	0	1	0	0	0	2	0
Piney Point	4	17	0	1	3	0	0	6	26	0
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	123	145	35	86	85	28	40	208	276	61
STEWARD DEPARTMENT										
New York	12	20	0	14	3	0	8	34	40	2
Philadelphia	1	2	1	0	1	2	0	1	2	2
Baltimore	4	3	0	4	2	1	2	4	3	0
Norfolk	8	9	4	6	5	3	2	6	13	6
Mobile	5	7	3	1	1	1	0	11	14	4
New Orleans	5	5	2	4	11	1	6	9	11	3
Jacksonville	5	4	3	5	5	1	3	14	11	4
San Francisco	33	13	5	22	3	2	8	60	25	10
Wilmington	11	6	2	14	2	2	8	14	15	5
Seattle	14	12	2	16	4	2	4	36	16	2
Puerto Rico	4	0	1	3	1	0	3	4	0	4
Honolulu	7	9	3	5	1	1	1	11	17	8
Houston	9	6	4	4	0	0	0	18	12	4
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	3	6	0	0	1	0	0	6	8	1
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	121	102	30	98	40	16	45	228	187	55
ENTRY DEPARTMENT										
New York	5	40	13	4	18	0	0	14	89	35
Philadelphia	2	1	2	0	0	2	0	2	2	1
Baltimore	0	6	3	1	3	0	0	0	7	10
Norfolk	6	13	17	1	9	12	0	7	28	24
Mobile	1	16	2	0	8	1	0	2	31	4
New Orleans	4	10	14	5	11	8	0	7	29	21
Jacksonville	1	21	15	0	6	8	0	7	28	22
San Francisco	8	22	15	2	7	1	0	16	43	33
Wilmington	5	15	11	3	10	3	0	9	28	21
Seattle	7	20	5	9	13	1	0	9	41	16
Puerto Rico	2	2	7	4	3	3	0	5	4	19
Honolulu	3	28	53	0	13	10	0	10	47	112
Houston	5	15	3	2	4	1	0	7	35	10
St. Louis	0	0	0	0	1	0	0	0	1	0
Piney Point	0	32	1	1	11	0	0	0	36	3
Algonac	0	0	0	0	0	0	0	0	1	0
Totals	49	241	161	32	117	50	0	95	450	331
Totals All Departments	460	727	292	351	394	136	146	869	1,339	586

* "Total Registered" means the number of men who actually registered for shipping at the port last month.
 ** "Registered on the Beach" means the total number of men registered at the port at the end of last month.
 A total of 1,027 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,027 jobs shipped, 351 jobs or about 34 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From September 16 to October 15, 1994, a total of 146 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 21,776 jobs have been shipped.

December 1994 & January 1995 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point
 Monday: December 5; Tuesday, January 3*
**changed by New Year's Day*

New York
 Tuesday: December 6, January 3

Philadelphia
 Wednesday: December 7, January 4

Baltimore
 Thursday: December 8, January 5

Norfolk
 Thursday: December 8, January 5

Jacksonville
 Thursday: December 8, January 5

Algonac
 Friday: December 9, January 6

Houston
 Monday: December 12, January 9

New Orleans
 Tuesday: December 13, January 10

Mobile
 Wednesday: December 14, January 11

San Francisco
 Thursday: December 15, January 12

Wilmington
 Monday: December 19, January 16

Seattle
 Friday: December 23; Monday, January 23*
**changed by Martin Luther King's birthday*

San Juan
 Thursday: December 8, January 5

St. Louis
 Friday: December 16, January 13

Honolulu
 Friday: December 16, January 13

Duluth
 Wednesday: December 14, January 11

Jersey City
 Wednesday: December 21, January 18

New Bedford
 Tuesday: December 20, January 17

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

Personals

VICTOR DALE MATTISON
 Anyone knowing Victor Dale Mattison or his whereabouts, please contact Lorraine Mattison at 432 Helen Street, Alpena, MI 49707; or phone (517) 354-8836.

NORBERTO "ALBERT" PINEDA
 Please contact Laura Hand Cornilsen at 406 Galt Avenue, Rock Falls, IL 61071; or phone (815) 626-4693. Your sister is ill.

CEFERINO REYES
 Please contact your son, Mario Reyes, at 376 Oak Trails Road, Des Plaines, IL 60016.

JOHN FRANCIS ROBERTS
 Please contact your son, John Roberts, at 18 Bernard Drive North, Millersville, MD 21108.

RADAMES TORO
 Please contact your wife, Laura Isabel Mejia, at 332 Starr Street, Brooklyn, NY; or phone (718) 628-9646.

Corrections

- SIU Pensioner William Drew recently informed the *Seafarers LOG* that reports of his death have been greatly exaggerated. An article about the *Manitou* on page 12 in last month's *LOG* mistakenly identified Brother Drew as deceased. "The doctors have given up on me a couple of times, but I'm okay," Drew said recently from his home in Morehead City, N.C. "Actually, this is nothing new. I was listed as Missing In Action twice during World War II." Brother Drew joined the SIU in 1950 in New York and sailed as a QMED and electrician. He retired 14 years ago.
- In the caption at the bottom of page 5 in last month's *Seafarers LOG*, Jim McGee was misidentified. He is the Houston port agent.
- The caption identifying two photographs of New Orleans-based crewmembers on page 12 of last month's *Seafarers LOG* was incorrect. The photo of boatmen William Judd Sr., Steve Judd (who now serves as an SIU patrolman) and William Judd Jr. should have identified their vessel as the *Margaret S. Cooper*, a shipdocking tug operated by Crescent Towing. The photograph of boatmen Mike Maggett, Eddie Moore, Steve Judd, David Queipo, A. Stevenson and David Kuhlman should have noted their vessel as Red Circle's *Teresa F.* It was the *Teresa F.* that recently carried phosphorus.

**Seafarers International
Union Directory**

Michael Sacco
President
John Fay
Secretary-Treasurer
Joseph Sacco
Executive Vice President
Augustin Tellez
Vice President Collective Bargaining
George McCartney
Vice President West Coast
Roy A. "Buck" Mercer
Vice President Government Services
Jack Caffey
Vice President Atlantic Coast
Byron Kelley
Vice President Lakes and Inland Waters
Dean 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
(205) 478-0916

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

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

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

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

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

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

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

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

Government Services Division
(415) 861-3400

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

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

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

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

Dispatchers' Report for Great Lakes

SEPTEMBER 16 — OCTOBER 15, 1994

Port	CL—Company/Lakes			L—Lakes			NP—Non Priority		
	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	20	1	0	18	6	0	42	17
ENGINE DEPARTMENT									
Algonac	0	11	2	0	16	3	0	24	10
STEWARD DEPARTMENT									
Algonac	0	6	1	0	5	2	0	7	3
ENTRY DEPARTMENT									
Algonac	0	14	16	0	0	0	0	30	44
Totals All Departments	0	51	20	0	39	11	0	103	74

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

Dispatchers' Report for Inland Waters

SEPTEMBER 16 — OCTOBER 15, 1994

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	2	0	0	1	0	0	24	2	0
Gulf Coast	2	9	17	2	2	3	3	7	19
Lakes & Inland Waters	44	0	0	27	0	0	51	0	0
West Coast	2	1	15	47	6	27	4	5	46
Totals	50	10	32	77	8	30	82	14	65
ENGINE DEPARTMENT									
Atlantic Coast	1	0	0	0	0	0	3	1	0
Gulf Coast	2	0	1	0	0	1	2	0	2
Lakes & Inland Waters	22	0	0	16	0	0	29	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	25	0	1	16	0	1	34	1	2
STEWARD DEPARTMENT									
Atlantic Coast	1	0	0	1	0	0	2	0	0
Gulf Coast	2	1	2	0	0	1	4	2	3
Lakes & Inland Waters	2	0	0	4	0	0	12	0	0
West Coast	0	0	5	0	2	3	0	0	14
Totals	5	1	7	5	2	4	18	2	17
Totals All Departments	80	11	40	98	10	35	134	17	84

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

Are You Missing Important Mail?

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

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).

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)

11/94

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) _____

Joining the growing number of SIU pensioners this month are 19 Seafarers who have retired to the beach after many years of sailing the world's waterways.

Twelve of those signing off sailed in the deep sea division; five navigated the inland waterways; one sailed on the Great Lakes; and one was a member of the Railroad Marine Division.

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

Among those joining the ranks of the retirees, James S. Rogers completed the bosun recertification course at the Lundeberg School in Piney Point, Md. Deep Sea member Robert E. Wagner has been with the union for the longest period, beginning his seafaring career in 1946. The oldest retiring members are Clarence E. Lancaster at 72, and Levi Hershberger and Wilbur J. Crooks, both at 71.

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

DEEP SEA



JAMES F. BRACK, 65, joined the Seafarers in 1966 in the port of New York. He sailed in the engine

department. Born in Georgia, Brother Brack has retired to Texas.

ROBERT G. ECKLEY, 63, joined the SIU in 1960 in the port of Detroit.



Born in Pennsylvania, Brother Eckley started sailing in the Great Lakes division and then transferred to the deep sea division. He sailed in the deck department. Brother Eckley served in the U.S. Air Force in 1951. He resides in Pennsylvania.



LORENZO A. FORGERON, 67, joined the union in 1958 in the port of Seattle. He sailed in the

deck department. Born in Nova Scotia, Brother Forgeron has retired to Washington.

WILLIAM A. GILLETTE, 65, joined the Seafarers in 1974 in the port of Duluth, Minn. Born



in Michigan, he started his sailing career in the Great Lakes division, later transferring to the deep sea division as a member of the steward department. Brother Gillette upgraded at the Lundeberg School. He served in the U.S. Air Force from 1950 to 1953. Brother Gillette retired to Michigan.



LEVI HERSHBERGER, 71, joined the SIU in 1969 in the port of Detroit. He began sailing

in the Great Lakes division, later transferring to the deep sea division. Brother Hershberger sailed in the engine department. He served in the U.S. Army in 1943. A native of Michigan, Brother Hershberger currently resides in Texas.

ALEX A. JARADIE, 55, joined the union in 1967 in the port of San Francisco. He sailed in the



steward department. Born in Yemen, Arabia, Brother Jaradie became a naturalized U.S. citizen in 1968. He lives in New York.



ROBERT K. LAMBERT, 64, joined the Seafarers in 1960 in the port of Mobile, Ala. as a member

of the deck department. Brother Lambert served in the U.S. Navy from 1947 to 1950. Born in Florida, Brother Lambert resides in Alabama.

MANUEL F. LOPEZ, 64, joined the SIU in 1961 in the port of Houston. He sailed in the



engine department. Brother Lopez upgraded to QMED at the Lundeberg School. He served in the U.S. Army from 1947 to 1955. A native of New Jersey, Brother Lopez has retired to California.



JOAQUIN R. MILLER, 64, joined the union in 1959 in the port of Baltimore. He sailed in the

engine department. Brother Miller upgraded frequently at Piney Point and received his QMED endorsement there. He served in the U.S. Coast Guard from 1947 to 1958. Born in Massachusetts, Brother Miller resides in Washington.

LINWOOD E. PRICE, 59, joined the Seafarers in 1955 in the port of Norfolk, Va. He sailed in



the steward department. Brother Price still calls his native North Carolina home.



JAMES S. ROGERS, 55, a graduate of the Andrew Furuseth School of Training, joined the

SIU in 1959 in the port of Baltimore. He sailed in both the steward and deck departments. Brother Rogers upgraded at the Lundeberg School and completed the bosun recertification program there in 1982. A native of Virginia, he has retired to Maryland.

ROBERT E. WAGNER, 65, began sailing with the union in 1946 in the port of Baltimore. He sailed in the



deck department. Born in Pennsylvania, Brother Wagner has retired to California.

INLAND

FRANK H. AUERSWALD, 57, joined the Seafarers in 1957 in the port of Philadelphia. He sailed as a mate and upgraded at the Lundeberg School a number of times, most recently to first-class pilot. Boatman Auerswald served in the U.S. Navy. A native of Pennsylvania, Boatman Auerswald now resides in New Jersey.

THOMAS M. DOHERTY, 59, joined the SIU in 1965 in the port of Philadelphia. He started sailing in the deep sea division and later transferred to the inland division. Boatman Doherty sailed in the deck department. He upgraded frequently at the Lundeberg School. Boatman Doherty served in the U.S. Navy from 1952 to 1956. He presently resides in New Jersey.



CLARENCE E. LANCASTER, 72, joined the union in 1960 in the port of Norfolk, Va. He sailed as

chief engineer. Born in North Carolina, Boatman Lancaster still calls North Carolina home.

VERNON E. VANSANT, 62, signed on with the Seafarers in 1962 in the port of Norfolk, Va.



Boatman Vansant sailed as chief mate. He served in the U.S. Navy from 1952 to 1953. A native of Delaware, Boatman Vansant now resides in Florida.

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

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

RAILROAD MARINE

WILBUR J. CROOKS, 71, joined the SIU in 1960 in the port of New York. Brother Crooks sailed as deckhand. He served in the U.S. Navy from 1943 to 1946. A native of New Jersey, Brother Crooks still calls New Jersey home.

Corrections

In the April and August editions of the *Seafarers LOG*, incorrect information was given about new pensioner **Arnold Perry**. Brother Perry, 65, joined the SIU in 1944 in the port of Boston, Mass. A New Bedford, Mass. native, he sailed in the deck department. Brother Perry still calls New Bedford home.

In the October *LOG*, **Joseph Self** was described as sailing in the deck department. Boatman Self sailed in the inland division as a captain.

LOG-A-RHYTHMS

A Sleeping Warrior

by Charles R. Westover

*A ship in port is like a sleeping warrior
Waiting for its next battle with the sea,
But when it's out on the ocean it becomes alive,
Smoking, creaking and fighting the huge waves.*

*It's a home, it's a fortress, it's a haven for few,
A place to work, to eat, to sleep,
To read one's memoirs of the past,
To meditate, to plan, to hope.*

*Huge and strong, if it could speak
It would tell many tales of distant shores,
Of the men who sailed her
And took care of her.*

*Quiet now, in port with its booms raised up high,
Most men left, to forget for a while
The companionship of others,
The loneliness of the days at sea,
Just happy to be on land again,
But anxious to go back.*

*Quiet now, just a breeze, a seagull,
A passing plane to remind us of the present,
Looking at the giant warrior, carrier of cargo,
Carrying supplies now like it was a hundred years ago.*

(Charles R. Westover, a resident of Dunedin, Fla., sailed with the SIU from 1946 to 1954. In 1946, he helped organize Cities Service tankers. This poem was written in 1974 while sitting on the dock in Port Tampa.)



The Sea and the Woman

by Alban Castro

*The sea is like a woman,
Some secrets left untold.*

*The sea is like a woman,
Its beauty we must unfold.*

*The sea is like a woman,
Its horizons so far to sea.*

*The sea is like a woman,
We know not what will be.*

*The sea is like a woman,
It can be cold, dark and gray.*

*The sea is like a woman,
But I find it hard to stay away.*

(Alban Castro sails an OS with the SIU. He recently was aboard the *Sealift Arabian Sea*.)

Sea Trials Ready Cape Race For RRF Operational Status

Seafarers have boarded the *Cape Race* to begin sea trials—the final phase of the ship's transformation from a Saudi Arabian-flag vessel to a vessel in the U.S. Ready Reserve Force (RRF) fleet.

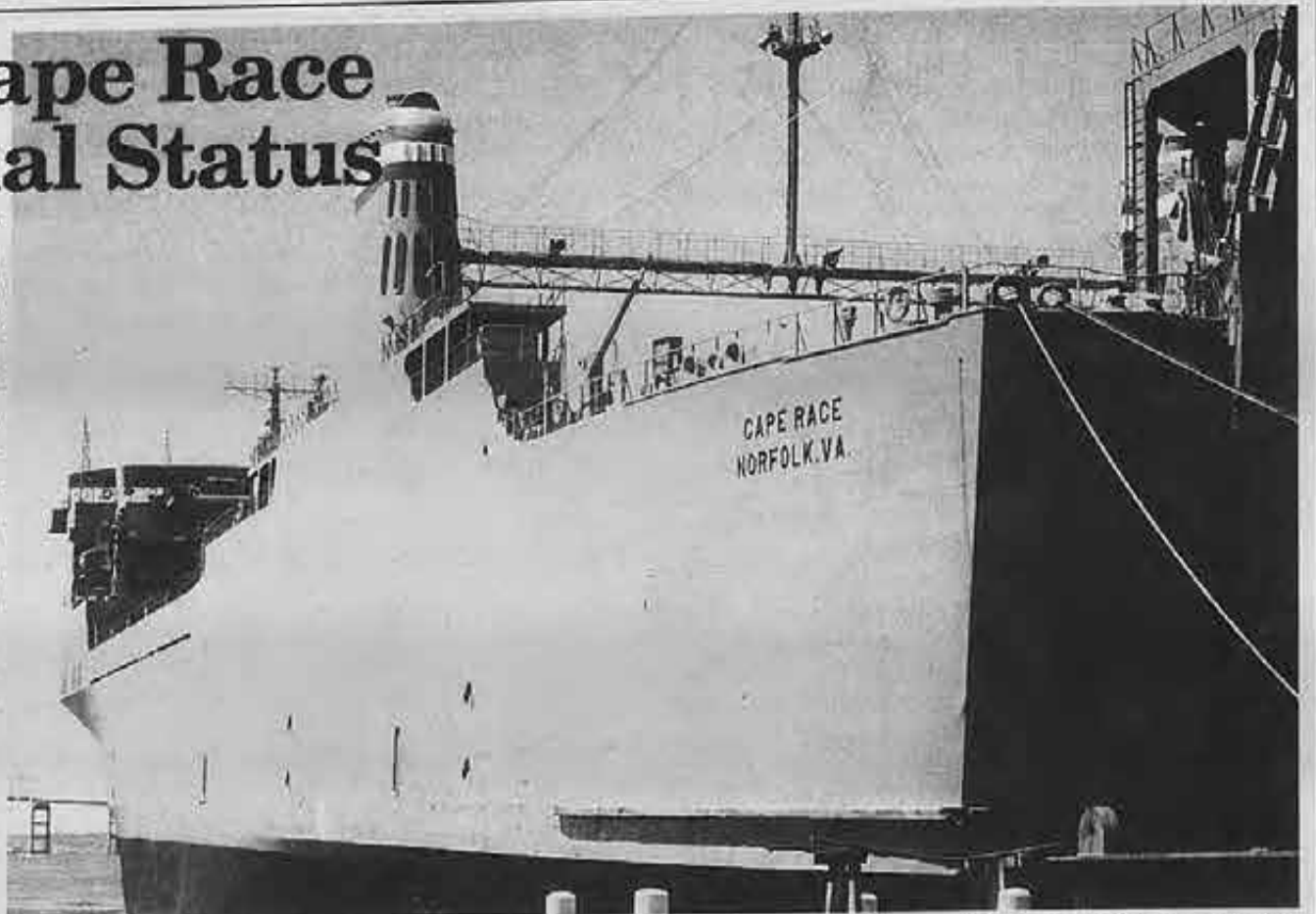
Following its recent purchase by the Maritime Administration (MarAd) and subsequent conversion in a Baltimore shipyard—where all equipment and shipboard technology were brought up to U.S. Coast Guard standards—the SIU crewed *Cape Race* went out on sea trials to verify that all equipment was in proper working order. The diesel engine was checked, fuel efficiency was monitored, and anything that possibly could go wrong was evaluated and, if necessary, corrected.

Bosun John McClaren was

“pleased with the teamwork” aboard the ship during this critical stage in the process of the ship becoming an operational RRF vessel. He credited Chief Steward André Gee, Chief Cook Harry Jones and the rest of the galley gang with providing some wonderful meals to the hard-working crew.

SIU Representative Sal Aquia, who took the photos accompanying this article, met the vessel in Baltimore prior to its voyage to Norfolk, Va., where it is based, and noted that “the crew really loved the work.” He added that the “food was out of this world” and that everything seemed very orderly aboard ship.

Operated by International Marine Carriers (IMC), the *Cape Race* will remain under government ownership for use in surge shipping during times of conflict or war.



All equipment and operations aboard the SIU crewed *Cape Race* were thoroughly tested during sea trials.



Chief Cook Harry Jones serves lunch to Rudi Liuzzi, captain on board the *Cape Race*. The ship is in sea trials, preparing for the RRF.



AB Pasquale Girgilli completes some paperwork aboard ship.



Heading back to work after lunch are (from left) Chief Engineer Paul Mussotto, AB Joe Cirafissi and AB Bob Trigett.



Sea trials are busy times for Chief Steward André Gee (left) and Bosun John McClaren.



AB Glenn Bake enjoys one of the hearty meals prepared by the galley gang.



OMU Jeffrey Bull (left) relaxes while Chief Cook Harry Jones gets to eat his dessert.



Taking a break after lunch are SA Henry Nelson (left) and Chief Steward André Gee.

From the LNG Gemini

The *LNG Gemini*, one of seven LNG tankers in the Energy Transportation Corporation fleet, sails roundtrip between Arun or Bontang, Indonesia, where it loads its cargo, and Himeji, Osaka, Tobata or Nagoya, Japan, where it discharges the liquid natural gas.

The four photographs appearing below and at right were submitted to the *Seafarers LOG* by the *Gemini*'s chief steward, Kris A. Hopkins, and show how some of the crewmembers pass their free time on the 28-day roundtrip voyage.



QMEDs Kevin Conklin and Paul Wolf break for a cup of coffee aboard the *LNG Gemini*.



Bosun Ramli Mohamed enjoys the Independence Day cookout.



Helping prepare a shipboard barbecue is Chief Cook Judi Chester.



Steward Matt Scudder completes a workout in the ship's exercise room.

Digest of Ships Meetings

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

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

SEALIFT ANTARCTIC (IMC), June 15—Chairman **Brian Sandlin**, Educational Director **Marty Marcellus**. Chairman advised crewmembers to take care when handling mooring lines. He also noted ice machine needs repair. Secretary stressed importance of upgrading skills at Piney Point. No beefs or disputed OT reported by deck, engine or steward departments. Question raised regarding pay increase due June 1. Next port: Long Beach, Calif.

SEALIFT CHINA SEA (IMC), June 16—Chairman **Ron Owens**, Secretary **Toyokazu Gonzales**, Educational Director **Joe Algere**, Steward Delegate **Brenda C. Grays**. Discussion held about travel pay. Chairman noted need for copies of contract and job descriptions. Will await patrolman in Ferndale, Wash. No beefs or disputed OT reported by three departments. Crewmembers gave vote of thanks to galley gang for variety of food and overall professionalism, with special mention to Chief Cook **Grays** for good and tasty food and **GSU M.K. Abdulla** for keeping ship clean. Next port: Ferndale.

SEA-LAND EXPRESS (Sea-Land Service), July 24—Chairman **Ernest Duhon**, Secretary **G. Bryant Jr.**, Educational Director **Archie Bell**, Deck Delegate **Larry L. Long**, Engine Delegate **Richard H. Surrick**, Steward Delegate **Frank Sison**. Chairman reported receipt of work rules for steward department. He reminded crewmembers to sign crew list and repair form. Secretary discussed van services. Educational director requested all crewmembers leaving ship to strip bunks and clean rooms for next person. Movie fund contains \$600. Some disputed OT reported in steward department. No beefs or disputed OT reported by deck or engine department delegates. Request made to have payoff on arrival in port regardless of time. Vote of thanks extended to steward department for job well done. Next port: Tacoma, Wash.

LNG ARIES (Energy Transportation Corp.), August 28—Chairman **M. Pereira**, Secretary **R. Brown**,

Educational Director **T. Neuwiller**, Deck Delegate **Louis Sorito**, Steward Delegate **Al Fretta**. Chairman reminded crewmembers to close hatch in forepeak. He mentioned previous motion to subscribe to *Stars and Stripes* magazine will be brought up with captain. Secretary noted new linen system working well. Educational director urged crewmembers to take advantage of educational opportunities at Lundeberg School. No beefs or disputed OT reported in all three departments. Copies of new contract handed out to each member and final details of agreement posted. Clarification needed on questions of unemployment and health benefit coverage for dependents. Vote of thanks given to steward department for tremendous job. Next port: Nagoya, Japan.

CHARLES L. BROWN (Transoceanic Cable), August 30—Chairman **Paul J. Lewis**, Secretary **Brenda Kamiya**, Deck Delegate **Roger J. Reinke**, Engine Delegate **Patrick D. McPherson**, Steward Delegate **Roberto Escobar**. Chairman noted payoff scheduled for August 31. Treasurer announced \$400 in ship's fund. Steward holds another \$25 for upcoming barbecue expenses. Suggestion to raise maintenance and cure to \$50 will be forwarded to contracts department for consideration.

LONG LINES (Transoceanic Cable), August 23—Chairman **Helary Dombrowski**, Secretary **D. Collison**, Educational Director **Juanito Dansalan**, Deck Delegate **Eddie Morre**, Engine Delegate **Mike Las Dulce**, Steward Delegate **William Smith**. Educational director reminded crewmembers to upgrade their skills at Paul Hall Center. Treasurer announced \$600 in ship's fund. No beefs or disputed OT reported by all three department delegates. New eyewash station now aboard ship and first aid kits placed in different locations. New crew lounge furniture also aboard. Crewmembers requested new washers and dryers when old ones fail. Next port: Honolulu.

RICHARD G. MATTHIESEN (Ocean Shipholding), August 21—Chairman **James T. Martin**,

Secretary **Lovell McElroy**, Educational Director **Ron Day**, Deck Delegate **Harry R. Johns**, Engine Delegate **Dean Dobbins**, Steward Delegate **Mohamed M. Quraish**. Secretary reported receipt of new pay rate for unlicensed crew. Educational director urged members to upgrade at Piney Point as often as possible. Treasurer announced \$645.50 in ship's fund after purchasing 50 new videotapes in last four months. No beefs or disputed OT reported in deck, engine or steward departments. Crewmembers requested additional washing machine on crew living level. Ship heading to Bahrain.

SACRAMENTO (Vulcan Carriers), August 6—Chairman **Benjie Hobbs**, Secretary **M. Scott**, Educational Director **B. Caldwell**, Deck Delegate **Spencer Lyle**. Chairman praised crew for fine job. He said any questions concerning sanitary and OT would be answered at payoff. Secretary stressed importance of continuing SPAD donations. Educational director urged all members to attend Lundeberg School. He noted that a well-educated merchant marine is a strong merchant marine. Treasurer announced \$540 in ship's fund. Disputed OT reported in deck department. No beefs or disputed OT reported in engine or steward departments. Special thanks given to steward department. Next port: Haifa, Israel.

SEA-LAND CONSUMER (Sea-Land Service), August 28—Chairman **Amado Abaniel**, Secretary **Ray A. Garcia**, Educational Director **Daniel J. Famenia**, Deck Delegate **Scott Wilson**, Engine Delegate **Michael Veigel**, Steward Delegate **Louella M. Sproul**. Chairman thanked crewmembers for smooth voyage and electrician for performing necessary repairs. He advised departments to be safety conscious at all times and to check *Seafarers LOG* for schedule of upgrading courses. No beefs or disputed OT reported in all departments. Vote of thanks given to steward department for job well done. Next port: Honolulu.

SEA-LAND LIBERATOR (Sea-Land Service), August 28—Chairman **Joel G. Miller**, Secretary **G.F. Thomas**, Educational Director **Austin Horn**. Secretary noted problem with some food from supplier. Believes it can be taken care of without too much trouble. Educational director recommends to crewmembers to take time to go to Lundeberg School. No beefs or disputed OT reported in deck, engine or steward departments. Suggestion made to repair or replace remote control to crew TV and to use movie fund to purchase several exercise bicycles for crew. Next port: Oakland, Calif.

SEA-LAND NAVIGATOR (Sea-Land Service), August 14—Chairman **Werner Becher**, Secretary **James H. Chaney**, Educational Director **Walter Stevens**, Deck Delegate **Marc Cella**, Engine Delegate **Robert D. Zurfluh**, Steward Delegate **Thomas M. Kelly**. Chairman reported that arrival in Tacoma, Wash. is later than scheduled due to typhoon en route. He thanked crew for helping keep lounge area clean and reminded crewmembers that vacation and benefit forms are available aboard ship. Educational director advised crewmembers to take advantage of upgrading opportunities at Paul Hall Center. No beefs or disputed OT reported by all three department delegates. Request made by crew for new toaster.

NEWARK BAY (Sea-Land Service), August 21—Chairman **Pedro Sanchez**, Secretary **Felipe P.A. Orlanda**, Educational Director **Mark Ruhl**, Deck Delegate **Steve Yursha**, Engine Delegate **William Parker**. Chairman noted radio in crew lounge and microwave oven in crew mess still unrepairable. Educational director urged crewmembers to attend Piney Point for upgrading and special courses, including refrigeration technician class. No beefs or disputed OT reported in all departments. **Russ Barrack** elected new deck delegate. Recommendations regarding pension requirements forwarded to contracts department. Ship heading out to Boston, Mass., Elizabeth, N.J., Norfolk, Va. and Rotterdam, Netherlands.

SEA-LAND SPIRIT (Sea-Land Service), August 23—Chairman **Howard Gibbs**, Secretary **Robert A. Martinez**, Educational Director **Sonny R. Acosta**, Deck Delegate **Theodore Doi**, Steward Delegate **Arthur Medeiros**. Chairman reported payoff in Long Beach, Calif. on August 26. Secretary stressed importance of donating to SPAD to support maritime industry. Educational director emphasized training and upgrading at Lundeberg School. No beefs or disputed OT reported in all three departments. Vote of thanks given to steward department for fine job.

BROOKS RANGE (IOM), September 10—Chairman **Bob Pagan**, Secretary **John Hanrahan**, Educational Director **Thomas Woerner**, Deck Delegate **L. Jacobs**, Engine Delegate **A. Nasser**, Steward Delegate **Jimmy L. Williams**. Chairman praised quality work performed by all crewmembers in recent butterworth and tank cleaning operations. He informed crew of individual responsibilities in trash separation. Educational director reviewed emergency duties with all hands. He also stressed training at Lundeberg School and necessity to obtain new refrigeration endorsements by November 14. Additionally, he said all potential safety hazards are to be reported to educational director. Treasurer announced depletion of ship's fund due to purchase of videotapes. Recent contributions raised \$1,500 for Cancer Society. No beefs or disputed OT reported by department delegates. Discussion held on current smoking policy. Clarification may be necessary. Crewmembers put in request for new washing machine. Vote of thanks given to steward department for clean ship and well-fed crew.

PATRIOT (Vulcan Carriers), September 11—Chairman **Ralph W. Gibbs**, Secretary **Howard G. Williams**, Educational Director **Frederick C. Harris**, Deck Delegate **Daniel Gaylor**, Engine Delegate **Joel L. Spell Jr.**. Chairman announced *Patriot*, a tanker, currently under contract to carry grain. Everything running smoothly. Treasurer announced \$800 in ship's fund. No disputed OT reported by department delegates. Recommendation to

Catching Up



Chief Steward Edgardo Vazquez (left) and AB Jose Osorio catch up on the latest maritime news in the *Seafarers LOG* during a union meeting aboard the *Sea-Land Expedition*.

have full dental and optical benefits referred to contracts department at headquarters. Labor Day barbecue was big success, thanks to Steward **Williams**, Chief Cook **Daniel Payne** and **GSU Julian Mendoza**. A.B. **Roger E. Pland** added to festivities by playing bagpipes. Next port: Santo Domingo, Nicaragua.

SEA-LAND DISCOVERY (Sea-Land Service), September 10—Chairman **Nelson Sala**, Secretary **José R. Colls**, Educational Director **Thomas Prisco**, Deck Delegate **Ramon Castro**, Engine Delegate **Ramon Collazo**, Steward Delegate **Jorge Salazar**. Chairman announced payoff as soon as patrolman comes on board. Secretary stated 31 Cuban refugees picked up so far off Cuban coast and returned to Coast Guard at sea. Beef reported in deck department and some disputed OT in engine department. Ship sailing to Elizabeth, N.J., San Juan, P.R. and Rio Haina, Dominican Republic.

SEA-LAND EXPRESS (Sea-Land Service), September 5—Chairman **John B. Lundborg**, Secretary **G. Bryant Jr.**, Educational Director **Archie Bell**, Deck Delegate **Dennis Brown**, Engine Delegate **Richard H. Surrick**, Steward Delegate **Frank Sison**. Chairman reported pretty good trip with everyone working well together. Two-week shipyard period expected some time in January. Educational director urged crewmembers to upgrade at Paul Hall Center and donate to SPAD. Beef brought up in deck department and some disputed OT reported in steward department to be taken up with boarding patrolman at payoff. Vote of thanks given to steward department for good food and job well done. Those getting off ship reminded to clean room for next person joining vessel and return room keys. Smokers also asked to empty ashtrays. Next port: Tacoma, Wash.

SEA-LAND INDEPENDENCE (Sea-Land Service), September 12—Chairman **Stephen Rasmussen**, Secretary **Nancy Heyden**, Educational Director **Kashmir Singh**, Deck Delegate **George Fries**, Steward Delegate **Daniel Maxie Sr.**. Chairman thanked deck and steward departments for fine jobs. His shipboard time is up and he will be getting off in Oakland, Calif. Educational director urged crewmembers to upgrade at Piney Point and contribute to SPAD. Treasurer announced money in ship's fund spent on movies in Kaohsiung, Taiwan. No beefs or disputed OT reported by department delegates. Clarification requested on renewal of z-cards and telephone number in Long Beach, Calif. for sailing board. Crewmembers thanked company for new VCR. Ship sailing to Long Beach; Oakland; Dutch Harbor, Alaska, and Tokyo, Japan.

Quality, Competence and Pride Aboard Bent



The SIU steward department aboard the *USNS Silas Bent* is the first in Military Sealift Command, Atlantic history to receive a score of 100 percent in all areas of a rigorous quality assurance inspection last July. "We aboard the *Silas Bent* have done our very best to represent the SIU and what it stands for in the merchant marine industry—quality, competence and pride," said Ben Henderson, chief steward aboard the vessel, operated by Bay Tankers until last month, when it was turned over to another company for operation. Members of the award-winning steward department are (from left, seated) Henderson, Third Cook Gary Mooney, Chief Cook John Gehring, Cook/Baker Douglas Swets, (from left, standing) SAs Thomas Cyrus, Jack Mohamad, Melvin Rivera and Mohamed Ghaleb.

Alternate Scholarship Winner Announced by Welfare Plan

Each May, the Seafarers Welfare Plan awards seven scholarships to three Seafarers and four dependents of Seafarers.

One of the students selected this year for a four-year, \$15,000 scholarship was unable to take advantage of the award; therefore, it was given to one of the previously selected alternates—Voltaire A. Villanueva.

Voltaire, 17, is a full-time, first-year student enrolled in the Bachelor of Arts program in radio-television broadcasting at San Francisco State University. He also plans to enter the history degree course of study in order to become a high school history teacher.

After helping tutor his younger sister in various subjects at school, Voltaire discovered the power of teaching. "I felt that I needed to educate other people,



Voltaire A. Villanueva

like my sister, about what I have learned . . . Teaching someone what I knew [that] they didn't know gave me a great feeling," he said in his scholarship application.

Voltaire Villanueva graduated from Philip and Sala Burton Academic High School (San Francisco) in 1994. President of the student body, he also was extensively involved in other school activities, including photographer for the school yearbook and photographer and editor for the school newspaper. He also helped coach the junior varsity baseball team and was a French foreign-exchange student. He is considered by many of his teachers as a born leader, with an eagerness to learn and improve himself and his community.

Voltaire is the son of Nellie and Ernesto Villanueva. Villanueva has been an SIU member since 1969, sailing deep sea, most recently aboard the *President Washington*, operated by American President Lines.

Scholarship Applicants Have Five Months Left to Prepare

Five months may seem like a long time from now, but five months is really not all that much time when it comes to completing a scholarship application for one of seven awards to be given to three Seafarers and four dependents of SIU members for the 1995 school year. The deadline for submitting applications is April 15, 1995.

Of the seven scholarships offered by the Seafarers Welfare Plan to qualified SIU members and their dependents, three are reserved for SIU members (one in the amount of \$15,000 for a four-year scholarship to a college or university, and two \$6,000 two-year scholarships for study at a vocational school or community college). The other four scholarships will be awarded to spouses and dependent children of Seafarers. Each of these four is a \$15,000 stipend for study at a four-year college or university.

The application form is not difficult to complete; however, it will take some time to gather all the other necessary paperwork that must be included with the application package. This includes:

- an autobiographical statement,
- photograph,
- certified copy of birth certificate,
- high school transcript and certification of graduation or official copy of high school equivalency scores,



- college transcripts,
- letters of reference and
- SAT or ACT results.

Schools often are very slow in handling transcript requests, so applicants must be sure to submit their requests to those institutions as soon as possible. Applicants also should sign up for the ACT or SAT exam and start thinking about whom to ask to write letters of recommendation for them.

Once all the paperwork has been completed and the application form is filled out, the *entire package* should be sent to the

Seafarers Welfare Plan *on or before April 15, 1995.*

Eligibility requirements for Seafarers and their spouses and unmarried dependents are spelled out in a booklet which contains an application form. To receive a booklet, fill out the coupon below and mail it to the Seafarers Welfare Plan.

With the cost of a college education rising each year, the SIU scholarship is one SIU benefit that can help members and their families realize their educational goals.

Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

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

Please send me the 1995 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and the application form.

Name _____

Book Number _____

Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for: Self Dependent

If for dependent, state relationship to SIU member _____

Mail this completed form to Scholarship Program, Seafarers Welfare Plan,
5201 Auth Way, Camp Springs, MD 20746.

Final Departures

DEEP SEA

FRANK ALAMEIDA

Pensioner Frank Alameida, 79, passed away July 5. A native of Hawaii, he joined the Marine Cooks and Stewards in 1946, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD) in 1981. Brother Alameida resided in San Mateo, Calif. and began receiving his pension in April 1975.

JULIAN A. BULLAND

Pensioner Julian A. Bulland, 89, died August 2. Born in the Philippine Islands, he began sailing with the Marine Cooks and Stewards in 1944, before that union merged with the AGLIWD. Brother Bulland retired in March 1977.

JOSEPH L. CIUPAK

Joseph L. Ciupak, 38, passed away August 20. A native of Michigan, he joined the SIU in 1987 in the port of Honolulu.

Brother Ciupak sailed aboard American Hawaii Cruise vessels as a member of the steward department.

LLEWELLYN CUDWORTH DANIELS

Llewellyn Cudworth Daniels, 61, died August 20. Born in North Carolina, he joined the Seafarers in 1953 in the port of New York. Brother Daniels sailed in the engine department.

LAWRENCE EILAND

Pensioner Lawrence Eiland, 84, died June 8. He began his seafaring career with the SIU in 1947 in the port of

Mobile, Ala. Brother Eiland shipped out of the New Orleans hall and sailed in the engine department. Born in Clanton, Ala., he began receiving his pension in September 1970.

MOHAMMED ELALIKHIDR

Mohammed Elalikhidr, 47, passed away August 7. A native of Maryland, he sailed with the SIU from 1966 through 1991 as a member of the steward department. Brother Elalikhidr last sailed aboard Intercocean Management and OMI vessels.

JOHN ELWICK

Pensioner John Elwick, 78, died May 5. He joined the Marine Cooks and Stewards, before that union merged with the AGLIWD. Brother Elwick retired in September 1974.

GEORGE THOMAS GRIER

Pensioner George Thomas Grier, 71, died July 14. During 20 years of shipping on Military Sealift Command (MSC), Pacific Fleet vessels, he was instrumental in organizing the Military Sea Transport Union (MSTU), the forerunner of the SIU's Government Services Division. In 1964, Brother Grier came ashore to work as a business

agent, handling beefs and providing union services to seamen employed on MSC vessels. He served in the U.S. Navy from 1942 to 1946. Brother Grier retired in February 1989.

IRVING L. GORDON

Pensioner Irving L. Gordon, 94, passed away May 9. Born in Illinois, he joined the Marine Cooks and Stewards in 1945, before that union merged with the AGLIWD. He served in the U.S. military from 1942 to 1945. Brother Gordon retired in June 1967.

RAFAEL T. IBALAUD

Pensioner Rafael T. Ibalaud, 73, passed away August 10. Born in Puerto Rico, he joined the Marine Cooks and Stewards

before that union merged with the AGLIWD. Brother Ibalaud worked in the steward department as a food preparer on American President Lines vessels. Brother Ibalaud retired in July 1974.

WILLIAM JONES

William Jones, 53, died June 20. Brother Jones joined the Seafarers in 1966 in the port of New Orleans. He sailed in the engine department.

BIN H. LEW

Pensioner Bin H. Lew, 82, passed away July 4. A native of China, he joined the Marine Cooks and Stewards in 1957, before that union merged with the AGLIWD. Brother Lew retired in November 1975.

GRANT MARZETT

Pensioner Grant Marzett, 64, died September 14. Born in Alabama, he joined the union in 1951. Brother Marzett sailed in the steward department and upgraded to chief

steward. He also completed the steward recertification program in 1984 at the Lundeberg School. Brother Marzett retired in November 1991.

ANDREW LEVI MITCHELL JR.

Pensioner Andrew Levi Mitchell Jr., 88, died May 15. A native of Texas, he joined the Marine Cooks and Stewards in 1943 in the port of San Francisco, before that union merged with the AGLIWD. He retired in March 1970.

HEINRICH M. MOOSLEITNER

Pensioner Heinrich M. Moosleitner, 59, passed away September 11. Brother Moosleitner joined the Marine Cooks and Stewards in 1962 in the port of San Francisco, before that union merged with the AGLIWD. He first sailed aboard the SS *Monterey*. Born in West Germany, he became a naturalized U.S. citizen. Brother Moosleitner was sailing as chief steward when he retired in July 1993.

WILFORD H. MOTLEY

Pensioner Wilford H. Motley, 80, died August 21. Born in Oklahoma, he joined the Marine Cooks and Stewards, before that union merged with the AGLIWD. Brother Motley retired in December 1972.

DAVID A. NORRIS

Pensioner David A. Norris, 74, passed away August 22. Born in Alabama, he began sailing with the SIU in 1947 in the port of

Mobile, Ala. Brother Norris sailed in the engine department and upgraded to QMED at the Lundeberg School. He served in the U.S. Army from 1943 to 1946. Brother Norris retired in April 1988.

PAUL REISSNER

Pensioner Paul Reissner, 84, died August 2. A native of Germany, he joined the Marine Cooks and Stewards in 1956, before that union merged with the AGLIWD. Brother Reissner retired in June 1969.

WILLIAM T. RODEGEB

William T. Rodegeb, 23, passed away June 19. Born in San Francisco, he joined the Seafarers in 1991. Brother Rodegeb sailed as a general utility aboard American Hawaii Cruise vessels.

GEORGE G. SCHELLMANN

Pensioner George G. Schellmann, 94, died November 28, 1993. Born in Germany, he joined the Marine Cooks and Stewards, before that union merged with the AGLIWD. Brother Schellmann retired in July 1969.

WALTER L. SEDEJ

Pensioner Walter L. Sedej, 84, passed away July 30 in his native city of Trieste, Italy. Brother Sedej began sailing with the

union in 1961 in the port of San Francisco and became a naturalized U.S. citizen. He sailed in the engine department. In a letter from a friend, informing the union of his passing, it was noted that Brother Sedej was very proud of two things—the U.S. citizenship he gained while sailing, and the fact that he was a member of the SIU. He retired in May 1976.

JOHN C. STEEBER

John C. Steeber, 66, passed away July 8. Born in New Jersey, he joined the Seafarers in 1945 in the port of Mobile, Ala. He sailed in the deck department. Brother Steeber upgraded at the Lundeberg School. He served in the U.S. Navy from 1950 to 1954.

PEDRO P. TAGACA

Pensioner Pedro P. Tagaca, 81, died June 23. A native of the

Philippine Islands, he joined the Marine Cooks and Stewards, before that union merged with the AGLIWD. Brother Tagaca retired in January 1974.

CHADWICK TARKENTON

Pensioner Chadwick Tarkenton, 79, passed away September 18. A native of North Carolina, he joined the SIU in 1964 in the port of Norfolk, Va. Brother Tarkenton sailed in the deck department. He served in the U.S. Navy in the 1940s. Brother Tarkenton retired in July 1980.

JERRY JEROME THOMPSON

Jerry Jerome Thompson, 44, died July 21. Born in North Carolina, he signed on with the Seafarers in 1971 in the port of New York after completing the Lundeberg School's training course for entry level seamen. Brother Thompson sailed in the engine department.

MELVIN WARE

Pensioner Melvin Ware, 70, died August 17. A native of Texas, he joined the Marine Cooks and Stewards, before that union merged with the AGLIWD. Brother Ware retired in August 1973.

INLAND

RADFORD W. EQUILS

Pensioner Radford W. Equils, 80, died September 1. A native of North Carolina, he joined the union in 1961 in the port of Norfolk, Va. He last sailed as a tug engineer. Boatman Equils retired in May 1974.

GEORGE CLIFTON ORFIELD

Pensioner George Clifton Orfield, 83, passed away September 17. Born in Richmond, Va., he joined the Seafarers in 1973 in the port of Norfolk, Va., sailing as a cook on the tug *Remus* (Allied Towing). Boatman Orfield worked for Allied Towing from 1974 to 1977. He retired in July 1983.

LON O. OUSLEY

Lon O. Ousley, 59, died September 8. Born in Oklahoma, he began sailing with the Seafarers in 1973 in the port of St. Louis. He sailed in both the engine and deck departments. Boatman Ousley upgraded at the Lundeberg School.

ALBERT P. PETERSEN

Pensioner Albert P. Petersen, 72, passed away September 1. A native of Brooklyn, N.Y., he joined the SIU in 1973 in the port of Norfolk, Va. Boatman Petersen sailed in the engine department. He served in the U.S. Navy from 1941 to 1947. Boatman Petersen retired in April 1987.

HOWARD F. SNYDER SR.

Pensioner Howard F. Snyder Sr., 90, died September 26. Born in Maryland, he joined the union in 1956 in the port of Baltimore. He sailed as a barge-

man. Boatman Snyder retired in January 1969.

GREAT LAKES

MAGNUS B. FROLAND

Magnus B. Froland, 89, passed away August 5. He joined the Seafarers in the port of Detroit and last sailed as a captain. A native of Bergen, Norway, Brother Froland retired to Sturgeon Bay, Wis. in January 1971.

FRIDTJOF "FRITZEL" MARTINUSSEN

Pensioner Fridtjof "Fritzel" Martinussen, 77, passed away July 19. He joined the Seafarers in 1946 in the port of

Chicago. Among his shipboard assignments, Brother Martinussen sailed as an AB on Bob-Lo Co. vessels and American Steamship Co. vessels. He also sailed on the *MV Clark-Milwaukee* from 1961 to 1962. Brother Martinussen was born in Frovaag, Norway and became a naturalized U.S. citizen. He retired in November 1983.

ATLANTIC FISHERMEN

JOHN PISCITELLO

Pensioner John Piscitello, 82, died July 4. He joined the Atlantic Fishermen's Union, an affiliate of the SIU, in the 1940s in Gloucester, Mass., before it merged with the AGLIWD in 1981. He last sailed as a captain and retired in August 1974.

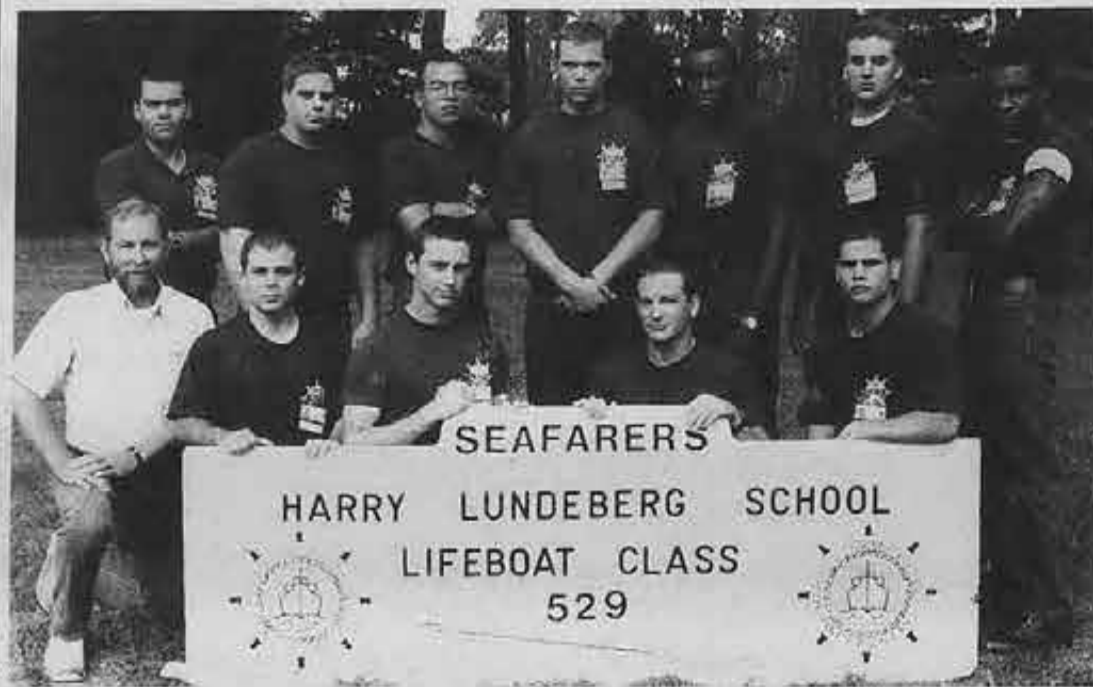
DOMENICO SPINOLA

Pensioner Domenico Spinola, 84, passed away August 20. A native of Milazzo, Sicily, he joined the Atlantic Fishermen's Union in Gloucester, Mass., before it merged with the AGLIWD. Before retiring in March 1973, Brother Spinola sailed as a captain aboard the vessel *St. Mary*.

MCS Official Hamilton Dies at 74 in Seattle

Horace "Hamp" Hamilton, 74, passed away October 17 in Seattle. Born in Dallas, Texas, Brother Hamilton began sailing in 1945 as a deck steward. He later served as port agent in Seattle for the Marine Cooks and Stewards, which merged with the SIU in 1978. He worked there until his retirement in 1985. Brother Hamilton leaves his wife, Ida B. "Ann"; a daughter; stepson; four grandchildren; and one great grandchild.

Lundeberg School Graduating Classes



Trainee Lifeboat Class 529—Graduating from trainee lifeboat class 529 are (from left, kneeling) Ben Cusic (instructor), Charles Lowe Jr., Kevin Hindes, James Taylor Jr., Dwayne Marrero, (standing) Tony Perez, John Kannuck, Fermin Morin, John Gustafson, Decario Harris, Richard Allen and Olando Donadelle Jr.



Pumproom Maintenance—Upgrading graduates of the September 26 pumproom maintenance class are (from left, kneeling) Sheldon Greenberg, Sara Moore, Bradley Twiford, Robert Lee McDonald, (standing) Jeff Stuart, Jeff Morris, Thomas Diviny Jr., Ronald Lukacs, Mark Francois, Rick Metcalf, Ralph Gosnell Jr., Raymond Machaj and Dan Holden (instructor).



Fireman, Oiler, Watertender—Working their way up the engine department ratings are (from left, kneeling) Yahya Shamman, William Prince, Roy Robinson Jr., Eric Campbell, Earl Gillespie Jr., Jamie Brown Jr., Gregory Brandani, Daniel Gibbons, (second row) Jose R. Diaz, Vincent Flores Jr., Kurt Jacobsen, Robert Parker, Gregory Howard, Mike Charben, Kenny Flanagan, Randy Pearson, Douglas Hau, (third row) Steve Biles, John Burress, Theron Bowen, Michael Cobb, Adrian Davis, Anthony Crummell, Michael Dean, Steven Fisher and Jerry Stricklen.



Upgraders Lifeboat—Certificates of training were received by the September 21 class of upgraders. They are (from left, kneeling) Irvin Jones, Fred V. Bautista, Richard Fraser, Ben Cusic (instructor), (standing) Anthony Williams, Darrien Lewis, Erik Washington, Kevin Johnson and James Brown.

Maryland Beaches' Sand Restored By the Work of the Long Island

Seafarers aboard the dredge *Long Island* recently helped pump more than one million yards of fill along eight miles of Ocean City, Md. beachfront, replacing sand lost over the years through erosion and hurricane winds.

The *Long Island*, operated by Great Lakes Dredge & Dock Co., was assigned to the project for 75 days, completing the task in early October. Pumping 15,000 cubic yards of sand a day from the ocean floor to the shore, the dredge's assignments are primarily beach replenishment projects.

Seafarers aboard the 1971-built, non-self-propelled, sea-going hopper dredge operate all of the dredging machinery, including drag-arms which are lowered to the bottom. Machinery that mixes the sand to a sand-water slurry and pumping equipment also are operated by Seafarers. Among the eight Seafarers aboard are members of the steward department, who keep the crewmembers replenished.

The next project for the 510-foot long, 75-foot beam dredge is restoring the sand of the Cape May, N.J. beach.

Photos accompanying this article were taken by SIU Norfolk Port Agent Mike Paladino.



Pumping 15,000 cubic yards of sand on a daily basis, it took the dredge *Long Island* crew two-and-a-half months to restore sand to Maryland beaches.



Working long, hard hours, the crewmembers on the *Long Island* break for lunch. Pictured from left are AB Joe Baricco, AB Thomas Moore, SA Dennis Kennington, Captain David Ling, AB Bennie Spencer and AB Doug Carson.



Port Engineer Ray Barnett (left) and Mate Phil Kleinebreil have a few minutes of quiet in the galley before pumping resumes.



Chief Steward Leo Kinney prepares a nutritious meal for the crew of the dredge *Long Island*.

LUNDEBERG SCHOOL 1994 - 1995 UPGRADING COURSE SCHEDULE

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

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

Deck Upgrading Courses

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

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

Safety Specialty Courses

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

Recertification Programs

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

Steward Upgrading Courses

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

UPGRADING APPLICATION

Name _____

Address _____
(Last) (First) (Middle)

(Street)

(City) (State) (Zip Code)

Telephone _____ Date of Birth _____
(Area Code) (Month/Day/Year)

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Engine Upgrading Courses

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

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

Engineer-Inland Upgrading Courses

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

1995 Refrigeration Technician Course

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

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

Adult Education Schedule

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

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

General Education College Courses

Session I	January 30	March 24
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Primary language spoken _____

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

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

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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



1995 Scholarships

There are only five months left to complete and mail in scholarship applications. The submission deadline is April 15, 1995. See page 20 for additional information or an application form.

Third Generation Seafarer Carries on Legacy SIU Family Proudly Looks on as Mathews Graduates from Training Program

More than four decades after he joined the Seafarers, **Carson Williams Mathews** recently was on hand to see his grandson, **William Mathews Jr.**, graduate from the trainee program at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Also in attendance with Carson this past September was his son, Tankerman **William Mathews Sr.**, rounding out three generations of SIU members in the Mathews family.

"I'm proud of them both, really proud," said 78-year-old Carson Mathews, who sailed in the deck and engine departments in the inland division and who retired in 1981. "I'm glad they followed in my footsteps, but they did it on their own."

Familiar Trail

Both Carson and William Sr.—a 27-year member of the SIU—elected to sail in the inland division, and William Jr. said he also is interested in inland work. "I'm very excited, ready to get out there," he said. "I've always been interested in this line of work, and I love the water."

William Sr., 49, currently is employed by Penn Maritime and usually works in the Norfolk, Va. area. He has a simple explanation for why three generations of Mathews, including his brother, **Jack**, have opted for maritime careers and membership in the Seafarers.

"The union's been very good to us, and I believe we've been good to the SIU as well," he said. "It's a great feeling to have three generations in the SIU."

For William Sr., the road to Piney Point is a familiar one. He completed his seafaring training in 1967 at the Lundeberg



Tankerman William Mathews Sr. (left) and SIU Retiree Carson Mathews (right) join William Jr. after his recent graduation from the trainee program at Piney Point.

School. As that was the year the Piney Point complex was first used by the school, Seafarers attending classes there also assisted in building the center's various facilities.

"I went to [the SIU hall in] Brooklyn, N.Y. for five days' training, then spent four-and-a-half weeks at Piney Point," he recalled. "There were a lot of good people here. I did some training and some hard work. Eventually, I drove a carload of guys to Norfolk, and we all shipped out a day or two later."

He returned to Piney Point for upgrading courses in '91 and '92 and was stunned by the progress of both the curriculum and the facilities. "The whole system here is beautiful, there's no end to how far anyone can go," he observed. "The instructors are first-rate. It's something

for the members to be proud of."

Pride also was on William Sr.'s mind when his son completed the trainee program. But, like Carson, William Sr. emphasized that he never exerted pressure on William Jr. to enter the maritime field. "It makes me feel great that he chose this, but whatever the kids do, my wife and I support them. We have a daughter who's a schoolteacher, and we're happy for her, too."

Getting Started

When Carson first went to work on a tug, he simply was searching for a better means to support his family. He had been working seasonally in agriculture and as a hunting guide; in maritime, he found steady employment with much better pay.

Similarly, William Sr. got a sampling of other employment opportunities before he settled on the waterways. He worked in a textile mill for four years before approaching some friends who were SIU members about the possibility of shipping.

He started in the deep sea division, with two voyages to Vietnam during the war. "Both ships had good crews, but Vietnam was bad," he recalled.

After earning a tankerman's ticket, William Sr. found the duties and scheduling of the inland division more to his liking, and he's been there ever since, with "absolutely no regrets. I've been a tankerman since '69 and I've pumped a lot of products, from Bangor, Maine to Beaumont, Texas. Acids, oil, molasses—you name it, I've pumped it."

For William Jr., the decision to take up inland division work was easy. "I always wanted to follow in my father's and

grandfather's footsteps, even though they always told me I could do whatever I wanted," the 19-year-old stated. "I remember growing up, I would go to the barge and meet my father, and I was really interested in the work even then. I also was fortunate enough to go on one trip with him.

"I'm just attracted to it. The pay is good, I like working with my hands and I like working on anything that floats."

Whether or not future generations of the family continue the Mathews-SIU legacy, Carson—who is in good health and spends a lot of time fishing and gardening—concluded that he is thrilled to have set the career precedent for his son and grandson. "I think anyone would feel the same way, and I'm truly proud to see another member of the family sign on with the Seafarers."



William Sr., shown here at work on a barge in 1975, says he has enjoyed working in the inland division.



This 1981 photo shows William Sr. providing a sampling of maritime life to William Jr., who was 6 years old when he visited the vessel.



With a background like this, it's no wonder William Jr. is ready to work on tugs. In this photo, he is 8 and having fun on his first boat, on Currituck Sound in North Carolina.

Help Locate This Missing Person

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

She was last seen on January 16, 1981 leaving the Edison Mall in Fort Myers, Fla., heading out to the parking lot. A package she was carry-

ing at the time was found near her car, but **Mary Opitz** has not been seen since. The photo below has been age-enhanced to show how the 30-year-old woman might appear today.

At the time of her disappearance when she was 17 years old, the brown-haired, hazel-eyed **Mary Opitz** was 5 ft. 5 in. tall and weighed 105 pounds. She had braces on her teeth and was wearing two gold bracelets and a gold necklace with a charm.

Anyone having information on the whereabouts of **Mary Opitz** should contact the National Center for Missing and Exploited Children at (800) 843-5678 or the Missing Persons Unit of the Lee County (Fla.) Sheriff's office at (813) 335-9229.



Mary Opitz as she is believed to look at age 30.