

# SEAFARERS LOG



Volume 57, Number 8

August 1995

## House-Senate Panel Gets AK Export Bill

### *Measure to Ship North Slope Crude On U.S. Ships Passes House 324-77*

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### Center Dedicates Crowley Campus



Thomas B. Crowley Jr. watches as Seafarer Orlando Sierra raises the Crowley Maritime Corp. flag over the Thomas B. Crowley Sr. Campus for Higher Learning at the Paul Hall Center on July 11. Named for the late chairman of the company, the campus contains classrooms designed for teaching upgraders various skills needed at sea. Thomas Crowley Sr. was a firm believer that education was a continuing process. Page 3.

## Transport General To Senate: Military Needs U.S. Fleet

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## Penn Maritime Launches Integrated Tug/Barge

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*SIU Member's  
World War II  
Poster  
Collection  
Exhibited  
at the  
Paul Hall  
Library*



Posters, like the one above on display at the library, were a vital part of the war effort. Page 5



## President's Report

### Paying Respect to the Mariners of World War II

This month, we mark the 50th anniversary of the end of hostilities during World War II.

For nearly four years, from 1941 to 1945, the people of our nation devoted all their resources and energy to one cause—the defeat of the Axis powers of Germany, Italy and Japan. For most Americans, the war began on December 7, 1941 when the U.S. Navy's Pacific Fleet was virtually destroyed by a surprise Japanese air attack.



Michael Sacco

However, there was one group of American citizens who already had felt firsthand the effects of the war being waged in Europe and Asia. That group was the merchant marine.

Half a year before the first bomb fell on American soil, Seafarers aboard the *SS Robin Moor* had to abandon their ship when a German U-boat challenged the neutral American vessel's right to sail the sea. Other U.S.-flag vessels also were stopped and destroyed by the submarines before war was formally declared on the United States.

In the first months after the U.S. entered World War II, merchant mariners proved their mettle. Despite leaving port without any protection, cargo ships loaded with war materiel destined for Europe sailed from Atlantic and Gulf ports. Unfortunately, many ships were sunk within sight of the American shoreline by waiting U-boats.

Yet, those who survived the sinkings returned to other ships, ready to perform whatever job was needed to win the war. These acts were repeated by Seafarers throughout World War II. During the conflict, no SIU crewed vessel was forced to stay tied up because it lacked the needed mariners.

The U.S. merchant marine played its vital role as the so-called fourth arm of defense by supplying American and other Allied troops with the guns, tanks, airplanes, petroleum, food and other items needed to win the war. There was no theater of battle in Europe, Asia or Africa where the merchant marine was not present.

#### Posters Recall Struggle

Thanks to the efforts of a former SIU member, these struggles will be remembered for years to come by Seafarers attending classes at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. where they learn and upgrade the skills needed to be today's merchant mariners.

Last month, the center opened an exhibition of World War II merchant marine poster art from the collection of Rendich Meola. The posters, which were printed in the United States and England, promoted the work of the merchant marine and cautioned the general public not to divulge information on convoy activities.

Brother Meola sailed with the SIU during the war. His collection, on display in

the Paul Hall Memorial Library, is a vibrant reminder of what the nations of the world went through to save democracy.

For all of the seafaring men and women who now come to the center, the exhibit also serves as a vivid reminder of the responsibility faced by each of them. In times of conflict, when seafaring is a necessary part of this nation's strategy, mariners have been and will be called on to serve.

All of us in the SIU thank Brother Meola for loaning his extensive collection to the Paul Hall Center.

Mariners paid a heavy price for their involvement in World War II. Except for the U.S. Marine Corps, the U.S. merchant marine suffered the highest casualty rate of any of the American forces during the war. (In fact, the fledgling SIU lost more than 1,200 members at sea.)

While we praise the heroic efforts of the merchant marine during World War II, let us also salute all Americans who did their part to win the war. Everyone from the members of the armed forces to factory workers to farmers knew the task before them was victory and accomplished this.

#### Full Veterans Status Sought

August 15, 1945 was a day of great relief and rejoicing in America. On that day, the fighting came to an end. However, there was still much for American forces to do.

Troops remained overseas to maintain the newly won peace and establish new governments in the occupied territories. Cargo ships continued to enter mined and booby-trapped ports to deliver relief goods to the victims of the war. America was the only major power not to be ravaged by war, and it was doing its part to help the other nations rebuild.

Because this extra effort was needed, Congress did not declare World War II officially over for the troops who participated in it until December 31, 1946. Any member of the armed forces who served from the bombing of Pearl Harbor to that date was to be considered a World War II veteran and entitled to the government's veterans benefits. But that did not apply to the merchant marine.

In fact, merchant mariners had to wait until 1988 before they would be provided World War II veterans status. Even then, the period for veterans status was not the same as for the members of the Army, Navy, Marine Corps and Coast Guard. The cutoff date for merchant mariners was established as August 15, 1945, rather than December 31, 1946.

Bills have been introduced in both the House of Representatives and the Senate to bring full recognition to the mariners who participated in the war relief effort alongside the members of the armed forces. The SIU will continue to work with merchant marine veterans groups around the country to right this wrong.

But, no matter what date is used to determine their status, America owes a great debt to the merchant marine veterans of World War II for the role they played in the victory 50 years ago.

## Donahue Succeeds Kirkland As President of the AFL-CIO

The AFL-CIO executive council elected Thomas R. Donahue president of the national labor federation in Chicago on August 1.

Donahue, who has served as AFL-CIO secretary-treasurer since November 1979, will finish the term of President Lane Kirkland, who retired August 1.



Tom Donahue

The 66-year-old New York native started his career in the labor movement in 1948 as an organizer with the Retail Clerks Association. He then worked with Local 32B of the Service Employees International Union. Donahue also served as an assistant U.S. labor secretary during the Lyndon

Johnson Administration. Later, he served as an assistant to AFL-CIO President George Meany.

Elected by the council to succeed Donahue as secretary-treasurer is Barbara Easterling, the first woman ever to serve in the federation's second highest position. Easterling was secretary-treasurer of the Communications Workers of America at the time of her election by the executive council. She began her career as an operator for Ohio Bell, where she became a member of CWA Local 4302 in Akron, Ohio.

The AFL-CIO executive council is made up of 33 international union officials who oversee the activities of the federation between biennial conventions. SIU President Michael Sacco has been a member of the council since 1991.

The AFL-CIO will meet in its regularly scheduled convention in October to elect officers for full two-year terms.

## Hangin' In There to Get the Job Done



Bosun Carlos Loureiro (top) and Deck Maintenance A.R. Alwaseem perform some heavy-duty cleaning from bosuns' chairs over the side of the *Sea-Land Independence*.

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General Robert L. Rutherford, head of the U.S. Transportation Command, informs the Senate Merchant Marine Subcommittee that U.S.-flag ships and American merchant mariners are needed by the Defense Department to meet its national security obligations.

## Military Depends On U.S. Ships: Transport General

### Senate Subcommittee Takes Up Maritime Revitalization Bill

The leading transport logistics officer for the military told a Senate subcommittee that a strong commercial American-flag fleet is vital to ensuring that the United States can meet the global commitments of its armed forces.

U.S. Air Force General Robert L. Rutherford, who heads the U.S. Transportation Command, told the Senate Surface Transportation and Merchant Marine Subcommittee during its July 26 hearing on maritime revitalization legislation that the Department of Defense counts on the U.S.-flag fleet and the mariners that crew those vessels.

The Senate subcommittee is considering a 10-year, \$1 billion program proposed by the Clinton administration to help fund approximately 50 militarily useful U.S.-flag containerships.

#### Importance of Mariners

"The commercial maritime industry has and will continue to play a major role in the Defense Transportation System (DTS) — a government/industry partnership for national security," Rutherford stated.

"For the DTS to be effective, our organic military transportation assets must be integrated with the substantial transportation capacity of the commercial sector. All segments of the total system must be in balance."

The general pointed out that the armed forces depend on trained and available merchant mariners to crew the ships owned by the Defense Department and the Maritime Administration (MarAd), which he called the military's "organic" fleet. Among those he referred to within the fleet are afloat prepositioning vessels, fast sealift ships and Ready Reserve Force vessels. Civilian mariners, including Seafarers, crew these ships for the military.

Rutherford pointed out that while the Defense Department is adding to its fleet of military surge vessels, "we have not forgotten the importance of the U.S. maritime industry to our overall sealift capabilities.

"Just as we did in the [Persian] Gulf War, Somalia and, most recently, back to the Persian Gulf, we rely extensively on our commercial partners to support our worldwide commitments."

After stating that the Defense Department moved more than 16 million tons of cargo on merchant ships during peace, he added, "In wartime, we depend upon the U.S. merchant fleet to support the flow of sustainment and ammunition cargoes and to provide the mariners necessary to man our organic ships.

"To ensure continued availability of this critical capability, the U.S. Transportation Command supports the proposal for a Maritime Security Program, funded by the Department of Transportation, which furthers national economic and security objectives," Rutherford stated.

Rutherford's support for the maritime revitalization program was echoed by representatives of shipboard labor unions, the U.S. maritime administrator and American-flag shipping companies.

#### Outlines Proposal

In opening the hearing, Senator Trent Lott (R-Miss.), the subcommittee chairman, outlined his framework for drafting such legislation.

"I'd like to say as simply as possible what my objectives are. I want to maintain and promote a U.S.-flag fleet, built in U.S. shipyards, and manned by U.S. crews. I would like to do it in the most cost effective manner possible," Lott stated.

Lott noted a maritime revitalization bill (H.R. 1350) is awaiting action by the House of Representatives. H.R. 1350 already has been considered and received bipartisan support from the House National Security Committee and its Merchant Marine Oversight Panel.

The senator said he would propose a program similar to the one offered by the Clinton administration, undertaken by the

*Continued on page 6*

# House O.K.'s Export Of Alaska Crude Oil On U.S. Tankers

## Next Step — Conference Committee

The House of Representatives overwhelmingly gave its approval on July 24 for the export sale of Alaskan North Slope crude oil as long as it is carried aboard U.S.-flag tankers.

By a vote of 324 to 77 on the Alaskan Oil Export Act (H.R. 70), the House joined the Senate in endorsing legislation that will keep the U.S.-flag independent tanker fleet sailing into the next century. The Senate had approved a similar bill (S. 395) by a margin of 74-25 on May 16.

Because of differences in the bills passed by the two branches of Congress, a conference committee composed of legislators from both chambers has been created to craft a compromise bill. A spokesman for Senator Frank Murkowski (R-Alaska), who introduced the Senate bill (S. 395), told reporters that final action on the legislation could come as early as this month. Both the House and Senate would have to approve the compromise bill before it goes to the White House.

President Bill Clinton, whose Department of Energy supports lifting the export ban as long as the oil is carried on American-flag tankers, has stated he would sign such legislation when it clears Congress.

The SIU, in testimony given in March before the Senate committee and in May before the House committee considering lifting the 22-year export ban, has supported the legislation because it would provide jobs for U.S. mariners. The union dropped its opposition to exporting Alaskan North Slope oil last year when legislation was introduced in Congress indicating that the product would be carried to foreign ports aboard U.S.-flag tankers.

### Legislative Track Issue: Export of Alaskan Oil On U.S.-Flag Tankers

March 1	Senate Energy and Natural Resources Committee Hearing
March 15	Senate Energy and Natural Resources Committee Mark-Up
May 9	House Resources Committee Hearing
May 16	Senate Approves Bill (S.395), 74-25
May 17	House Resources Committee Mark-Up
July 24	House Approves Bill (H.R. 70), 324-77
To Come	Bills Sent to Conference Committee to Iron Out Differences
To Come	House and Senate Consider Revised Legislation
To Come	President Signs If Measure Passes House and Senate

One of the concerns raised during the House debate on H.R. 70 was whether the bill violated any international agreements on shipping supported by the United States.

Representative Don Young (R-Alaska), chairman of the House Resources Committee, which voiced bipartisan support for H.R. 70 in May, responded to that issue during the floor debate.

"There long has been concern in the domestic maritime community that lifting the ban would force the scrapping of the independent tanker fleet and would destroy employment opportunities for merchant mariners who remain vital to our national security," Young told his colleagues.

"In recognition of this concern, our proposed legislation would require the use of U.S.-flag vessels to carry exports. The U.S. trade representative has assured Congress that this provision does not violate our GATT [General Agreement on Tariffs and Trade] obligations," Young concluded.

In announcing their support

for H.R. 70, two congressmen noted how the bill would help the merchant marine.

"I rise in support of this important initiative to authorize exports of Alaskan oil because it is vital to preserving the independent tanker fleet and the cadre of skilled men and women who proudly sail today under the American flag," stated Rep. Gerry Studds (D-Mass.)

"There can be little doubt that our government has a compelling interest in preserving a fleet essential to national security, especially one transporting an important natural resource," he added.

Rep. James Traficant (D-Ohio) stated the current policy of not exporting Alaskan North Slope crude oil "keeps our tankers on target for a scrap heap. Lifting the ban puts those tankers back into service, U.S.-owned vessels, I might add, with U.S. crews."

Congress imposed the present ban on export sales of Alaskan North Slope crude oil in 1973 during the Arab oil embargo.

## Hall Center Dedicates Campus In Memory of Tom Crowley Sr.

The Paul Hall Center for Maritime Training and Education memorialized the late Thomas B. Crowley Sr. by dedicating a campus for higher learning in his memory at the Piney Point, Md. facility.

Crowley, who was chairman and chief executive officer of the maritime company that bore his name, had an excellent working relationship with the SIU. The union has been contracted with Crowley Maritime Corporation for decades.

#### Believed In Education

Thomas B. Crowley Sr. was a firm believer in advancing training and educational opportunities for mariners. In naming the facilities on the grounds of the Paul Hall Center after Crowley, SIU President Michael Sacco recalled that the California native was a man who believed that progress means change, constant upgrading and improvement.

"These classrooms are designed to keep the philosophy of Tom Crowley alive—that education is a continuing process," Sacco told the audience of more than 150 people who assembled for the dedication.

"With the addition of the Thomas B. Crowley Sr. Campus for Higher Learning, the [Paul Hall]

center continues to expand, ready to meet and surpass the challenges of the future.

"Tom Crowley had a long and successful association with the SIU. With the opening of this campus, that association will continue for years to come," Sacco added.

At the end of the ceremony, Crowley's son, Thomas Jr. (who now serves as the company's president and chief operating officer), and his widow, Molly, thanked the SIU and the Paul Hall Center for remembering Thomas Crowley Sr. by naming the campus after him. Both of them stated he would have been extremely pleased to be honored in such a fashion.

SIU members have been working aboard various Crowley Maritime vessels for more than 30 years. Seafarers crew the roll-on/roll-off vessels of Crowley American Transport. They also sail aboard company tugboats and barges between San Juan, P.R.; Philadelphia; Jacksonville, Fla. and Lake Charles, La. Finally, union members are involved in docking operations and the movement of bunker and derrick barges in Wilmington, Calif.

The classrooms within the campus dedicated to

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## IMO Enforcement Expands In Revised Maritime Pact

The two-year series of meetings to update an international agreement that sets minimum standards for certification, training and skills needed by mariners worldwide culminated last month at a diplomatic conference conducted in London with the adoption of a number of significant revisions aimed at improving shipboard safety.

Representatives of the SIU attended the conference (which lasted two weeks) to ensure that the safety of seamen was the primary consideration in the updating of the International Convention of the Standards of Training, Certification and Watchkeeping (STCW), a 17-year-old pact that has 113 signatory countries whose fleets represent nearly 95 percent of the world's merchant-ship tonnage.

According to the STCW amendments—which take effect in February 1997—the International Maritime Organization (IMO) will have the authority to enforce the pact's rules on the training and certification of mariners. The IMO, created by

the United Nations in 1959 to improve safety at sea, will require reports on the efforts of signatory nations to comply with the updated STCW convention.

With the IMO's expanded enforcement authority, vessels crewed by mariners from flag-states whose training facilities and procedures for certification do not meet the STCW's standards may be turned away from ports worldwide, the updated agreement states. With that in mind, the shipping industry should have plenty of incentive to help bolster training standards, noted a number of convention participants.

As in the past, signatory nations still may have more stringent rules than those set out in the STCW. In those cases, the agreement does not override the laws of the countries which maintain higher standards and stricter qualifications. The U.S., for instance, has more rigid laws than the rules of the STCW.

In other news from the conference:

- Member countries agreed to

provide marine police officials in each country with increased power to inspect vessels and also expanded the grounds on which vessels may be detained. They also voted in favor of allowing port control officials to assess the competence of watchstanders.

- A new regulation was adopted requiring mariners to demonstrate their competence both through written tests and practical exams. The parties also approved an amendment requiring all crewmembers of seagoing vessels to complete training in basic survival skills.

- Minimum rest periods were established for watchstanders, including officers in charge of a watch and ratings forming part of a watch. According to the new requirement, these individuals must be provided a minimum of 10 hours of rest in any 24-hour period. The hours of rest may be divided into no more than two periods, one of which must be at least six hours.

- The SIU contingent and other representatives of American maritime labor joined with foreign delegations in defeating a proposal that would have allowed solo bridge watch at night.

Additionally, the updated convention includes both the traditional approach and an optional, functional approach (also known as alternative certification) as the means for providing mariner certification. The functional ap-

proach, a new way of certifying seamen's qualifications for shipboard work, utilizes descriptions of the functions each mariner must perform to hold a particular position.

In earlier international meetings and at last month's finale, the SIU insisted that the new certification procedure should not be used to cut corners or endanger safety. As a result, the language of the updated STCW stipulates that the new amendment governing certification will not allow the issuance of alternative certificates to be used to reduce manning levels or training requirements.

Unless a specified number of states notify the IMO of their objections to the revised convention by August 1, 1996, the updated convention will remain intact. No objections are anticipated.

## MTD: Nix Shipbuilding Accord That Harms U.S. Shipyards

The AFL-CIO's Maritime Trades Department (MTD), along with a number of elected officials and several shipyards, last month warned that an international agreement to end shipbuilding subsidies—as currently written—would leave American yards at a severe competitive disadvantage.

In a joint statement submitted July 18 to the Trade Subcommittee of the House Committee on Ways and Means, the MTD and the AFL-CIO (the national federation of trade unions) pointed out that the "present Organization for Economic Development and Cooperation (OECD) agreement strips away the modest U.S. government supports and protections presently in place and basically condemns American shipyards to a marginal status for the foreseeable future. With vague guarantees of compliance and questionable enforcement procedures for violations of the subsidy agreement, the MTD and the AFL-CIO do not believe that the present OECD shipbuilding agreement is in the nation's best interest."

The labor groups further called for U.S. trade negotiators to seek a new agreement that "takes into consideration the longstanding unfair advantages many foreign shipyards have enjoyed through massive government subsidies."

The OECD shipbuilding accord was signed in December by representatives from the U.S., European countries, Scandinavian nations, Japan and South Korea. The pact was reached after more than five years of negotiations. Now, it must be ratified by each signatory nation.

The OECD agreement calls for elimination of direct and indirect subsidies to shipyards through a phase-out period beginning in January; by 1999, all such subsidies would be terminated. The agreement also establishes a pricing code to prevent dumping in the shipbuilding industry, sets up a dispute-settlement process and spells out government financing for exports and domestic ship sales in order to eliminate trade-distorting financing.

### U.S. Yards Dwindle

In its statement, the MTD and the AFL-CIO pointed out that, since the elimination of Construction Differential Subsidy (CDS) funding as part of the 1981 Budget Reconciliation Act, "domestic shipyard employment has shrunk by 80,000 skilled technicians and laborers. Hundreds of thousands of additional jobs in related industrial pursuits also have been terminated."

Meanwhile, overseas shipyards were receiving bigger and bigger subsidies from their respective governments—ranging between \$4 billion to \$7 billion in total each year for the major OECD shipbuilding nations (Japan, South Korea, Italy, Germany, France and Spain).

"The end result of these huge subsidy outlays was predictable: American shipyards were driven out of commercial construction. . . . In the process, seven large shipbuilding yards and hundreds of related suppliers were forced to cease operations," the MTD noted.

Last year, through reactivation of and changes in the Title XI loan guarantee program, U.S. yards

received a relatively small measure of government support for research activities and acquisition of private-sector financing for ship projects and shipyard modernization. The pending OECD agreement calls for significant cuts in the loan guarantees, which will have a "dampening effect" on new ship orders from American shipyards, the MTD cautioned.

Additionally, while the OECD pact essentially does not limit government funding of research and development projects, U.S. law limits such funding to American yards to a maximum of 50 percent. Based on the structure of the OECD agreement, "it is likely that foreign shipyards will enjoy a research and development funding percentage advantage (over U.S. yards) that runs from 15 to 50 percent higher," the MTD said.

The danger in this is highlighted by a post-1981 comparison between the U.S. and Japan, according to the statement. "American yards received federal research funding of several million dollars yearly through 1994, while the Japanese government lavished annual funding of close to \$1 billion upon its commercial shipbuilding base. As a result, the Japanese have the largest share of the world's new ship order book, while the United States is only now reentering the commercial shipbuilding market." The OECD pact means a continuation of this kind of disadvantage to U.S. yards, the labor groups said.

They also pointed out that the OECD provides foreign governments with the opportunity to challenge the sanctity of U.S. cabotage laws.

### More Opposition

The MTD is far from alone in its opposition. At the subcommittee hearing, representatives from U.S. shipbuilding facilities including Avondale Shipyards, Bath Iron Works, General Dynamics' Electric Boat Division, Ingalls Shipbuilding, National Steel and Shipbuilding, and Newport News Shipbuilding and Drydock Co. also spoke out against it.

"This agreement locks in the competitive advantage foreign shipbuilders have over us as a result of years of government subsidies," said Tom Bowler, president of the American Shipbuilding Association, whose members include the aforementioned yards.

Several members of Congress also voiced concerns over the pact, including Representative Herbert Bateman (R-Va.), who chairs the Merchant Marine Oversight Panel of the House National Security Committee—which along with the Trade Subcommittee has authority over legislation to implement the OECD pact. Bateman recounted that France pushed through a special exception to continue subsidizing its yards "before the ink was even dry on the agreement." The subsidy package, worth \$480 million, was accepted by the European Union.

"That event alone should have provided more than ample grounds for our government to insist on reopening the negotiations for the purpose of gaining more equitable treatment for the unsubsidized U.S. shipbuilding industry," said Representative James B. Longley Jr. (R-Maine).

## Ship Unions Appeal Court O.K. of MarAd's APL Flag-Out Waiver



Hours after a federal judge dismissed a lawsuit challenging MarAd's waiver to APL to flag-out 6 new ships, Seafarers gather at APL's Oakland, Calif. terminal to protest arrival of the *APL China* June 29.

The SIU's Pacific District is appealing a federal court decision that supported a waiver granted by the U.S. Maritime Administration (MarAd) to American President Lines (APL) to flag out six new container ships that will be in direct competition with the company's U.S.-flag vessels.

The unions that make up the Pacific District—the Sailors' Union of the Pacific, the Marine Firemen's Union and the SIU Atlantic, Gulf, Lakes and Inland Waters District—claim, along with the Marine Engineers' Beneficial Association (MEBA) and the Masters, Mates & Pilots, that the decision handed down by U.S. District Judge Stanley S. Harris on June 29 was erroneous in that MarAd did not follow proper procedures in approving the waiver.

Judge Harris dismissed the suit, stating that MarAd had acted within its power to grant APL the waiver. The unions appealed in July.

On November 15, 1994, MarAd announced it had granted APL a waiver from the Merchant Marine Act of 1936, Section 804(a) that prohibits a shipping company receiving federal subsidy dollars from owning or

operating a foreign-flag vessel in competition with U.S.-flag operators in trade routes deemed essential to America's interests.

The waiver was applied to the six C-11 container ships under construction in foreign shipyards. The first of those vessels, the *APL China*, docked in the United States at APL's Oakland, Calif. terminal for the first time just hours after Harris' decision was announced.

In July 1993, the company had sought the waiver from Section 804(a) shortly after it gave the go-ahead to build the six vessels.

The SIU's Pacific District filed its original lawsuit on January 12. In the lawsuit, the unions stated APL's waiver application was not considered by MarAd's Maritime Subsidy Board, a process required by law. The unions also challenged APL's use of the foreign-flag vessels in direct competition with U.S.-flag ships.

Shortly before the *APL China* was ready to sail, the company contracted with a Cypriot ship management group to operate and crew the six new ships. The last of the C-11s is expected to set sail in late 1996.



# WWII Merchant Marine Poster Exhibit Opens at Paul Hall Memorial Library

## Historic Collection Symbolizes Mariners' Vital Contribution

The Paul Hall Memorial Library for 10 years has contained a monument listing the names of the more than 1,200 SIU members who lost their lives during World War II. Now the library, part of the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md., also features another compelling tribute to the World War II merchant marine. Last month, an exhibit of 25 superbly maintained World War II-era merchant marine posters (printed in the U.S. and England) opened at the facility.

Approximately 200 people attended the opening ceremony July 12, which featured remarks by U.S. Maritime Administrator Albert Herberger, SIU President Michael Sacco and former Seafarer Rendich Meola, a veteran of World War II who owns the posters (see sidebar).

No date has been set for the exhibit's closing. As the posters are on a long-term loan from Meola to the school, the exhibit is expected to remain open indefinitely.

"I wish to pay homage to those brave men of the Allied merchant marine forces—from whatever country, of whatever color or creed—who gave the last full measure of devotion during World War II," Meola said at the exhibit's opening. "I assure those here assembled that the merchant marine played its vital role in delivering the materials of war for the Allied cause."

### Valuable Addition

"During the war, posters such as these could be found on everything from marketplace windows to trash cans," noted Sacco, who served as master of ceremonies. "Today, five decades later, they are rare and valuable."

"Despite the horrors and hardships of World War II, these posters undoubtedly evoke nostalgic feelings in those who served during the war. And at the same time, they stand out as a colorful history lesson for younger generations."

Retired U.S. Navy Admiral Herberger stated that the posters should remind everyone of the vital contribution of the American merchant marine—not just during World War II, but also in every other major conflict in U.S. history, as well as during times of peace. That record of service is more than enough reason to maintain a strong American-flag fleet, he said.

"The history is there—the history portrayed by these posters," said Herberger. "A display like this perpetuates the memory of our merchant marine, and it inspires future generations to continue service to this country."

Many posters such as those in the exhibit appeared in and around SIU halls during World War II. Thousands of SIU members sailed the dangerous convoys before, during and after the war; many were among the 7,000-plus merchant seamen who gave their lives. In all, the American merchant marine had a casualty rate second only to that of the U.S. Marine Corps.

Despite the fact that more than 1,500 U.S.-flag merchant ships were lost to torpedoes, bombs, mines and other war-related incidents—and even though they often sailed without protective escorts—no American commercial vessels assigned to the war effort idled in port for lack of crews.

Moreover, the SIU's involvement proved constant. From the sinking of the unarmed, SIU-crewed cargo ship *Robin Moor* seven months before the bombing of Pearl Harbor, to the critical supply runs to icy Murmansk and Archangel, to every major Allied invasion point—from North Africa to Normandy, from Guadalcanal to Okinawa—Seafarers served their country.

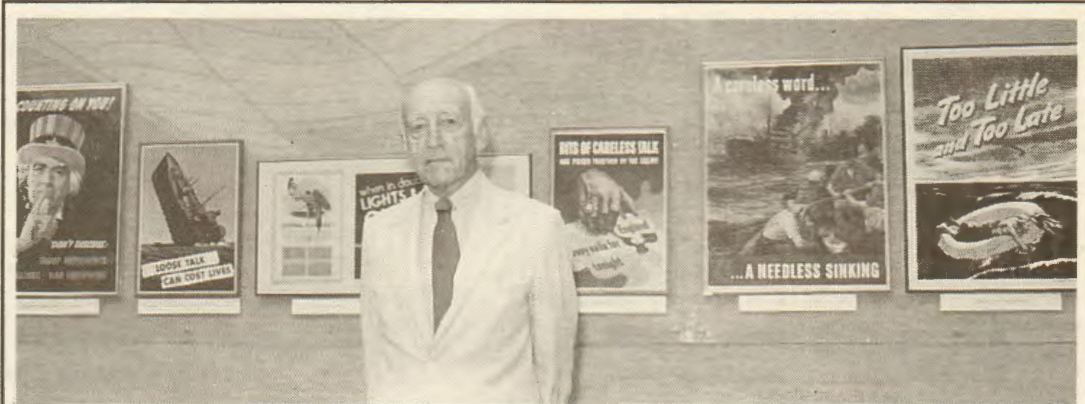
### Popular Posters

Hundreds of thousands of posters were produced in the U.S. during World War II, and millions of copies were displayed in homes, factories, offices and public grounds throughout America. The U.S. Office of War Information, along with virtually every other major government agency, as well as the U.S. Armed Services and private industry, created these images in order to generate the maximum public participation in the war effort.

The posters' subjects included members of the merchant marine, the armed forces and the civilians who contributed to the war effort while living at home. Their messages urged Americans to join the fight, whether by volunteering for the armed forces or merchant marine, by conserving food, gasoline and other material in the U.S., or simply by not discussing convoys or troop movements.

A common tactic of wartime posters was to shake people from complacency by presenting frightening and catastrophic images of war. Wounded or dead U.S. soldiers and sailors, as well as powerful enemies, were depicted in this genre. Also shown were American women and children at home, about to be overtaken by an evil enemy.

Other posters were upbeat and appealed to American patriotism. Posters in this category were designed to inspire confidence, a



Rendich Meola, 79, sailed as an SIU member during WWII. A lifelong resident of Middletown, N.Y., he recently loaned, on a long-term basis, 25 wartime posters to the union and its Lundeberg School.

## 'I Got Tired of Staying on Shore'

Former SIU member Rendich Meola, 79, described July 12 as "a day of mixed emotions for me."

Meola, who sailed for three years as a deck engineer during World War II, owns the posters that are displayed at the Paul Hall Memorial Library. They form a part of his wartime poster collection.

"I am sad because the posters, which by now are almost friends, are no longer virtually at my side so that I can enjoy them at my leisure," he said at the opening ceremony. "I am, however, gladdened by the knowledge that they are now within this beautiful building."

Meola graduated from George Washington University in 1939 and subsequently entered his family's real estate business. He was married and in his mid-twenties when he decided to join the merchant marine.

"In those days, people wanted to do something in the war effort," recalled Meola, a lifelong resident of Middletown, N.Y., which is located roughly 70 miles north of the SIU hall in Brooklyn. "We all had the feeling we should be doing something."

Actually, he started his war service as an electrician's helper in a Brooklyn shipyard. He then became an electrician and often worked on cargo ships.

"I got tired of seeing them go in and out while

I stayed on the shore," Meola noted. "So I decided, I'm going to go. I went to a maritime office in lower Manhattan and then started sailing as a deck engineer."

Of his sailing days, Meola recounted, "It got easier near the end, because [Allied naval forces] had a fix on the subs."

After the war, Meola went back into real estate. He still operates the business.

As for his poster collection, Meola said he was inspired to start it when the U.S. government in 1988 awarded veterans' status to the World War II merchant marine. "It was my intent to concentrate on collecting posters with a frame of reference to the merchant marine. I soon discovered, however, that there were relatively few of this type," Meola said.

Still, he acquired more than two dozen such posters—some that were printed in the U.S., others that were done in London. He also garnered other World War II posters that highlighted the armed forces and made appeals to civilians.

"The posters of World War II, regardless of nationality, were a form of propaganda," he concluded. "But I have always admired poster art and recall many of the posters which appeared during World War II."

positive outlook and a sense of national pride. Familiar national symbols such as the Statue of Liberty, as well as images of strong men and women, tools, weapons and fists—often in a red, white and blue setting—were widespread.

Herberger and Sacco each stated that the posters serve to remind viewers that the merchant marine was key to the Allied win.

"Without the merchant marine,

World War II would not have been a victory," Herberger said. "The deeds of the merchant marine carried the day."

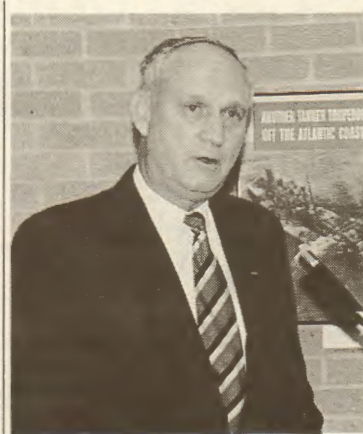
"In September, President Clinton and World War II veterans will convene in Pearl Harbor to commemorate the 50th anniversary of the war's end," he added. "I will be there to make sure the role of the merchant marine is properly depicted."

"This exhibit, first and foremost, is a tribute to the tens of thousands of merchant seamen who carried the Allied effort," noted Sacco. "Although it took a disgracefully long time for official U.S. government recognition of the World War II merchant marine, history bears out the fact that without the supremely courageous work of civilian mariners, the Allies would not have won the war."

## Herberger: Then and Now, Merchant Marine Is Vital

As the featured speaker last month at the opening of the World War II merchant marine poster exhibit at the Paul Hall Center, Maritime Administrator Albert Herberger decided to "set the record straight" about the U.S. merchant marine.

In addition to praising the World War II merchant marine, Herberger, a retired U.S. Navy admiral, pointed out that America's need for a strong domestic fleet is as vital today as it ever has been. "I am telling you, from everything the experts can see, 95 percent of materiel for the foreseeable future will have to [be transported] in merchant ships. And therefore, history has not closed the chapter on us. . . . There are merchant ships steaming to Bosnia. The need will go on," stated Herberger, one of the staunchest supporters of maritime revitalization legislation currently before Congress.



Herberger said the posters "inspire future generations to continue service to this country."

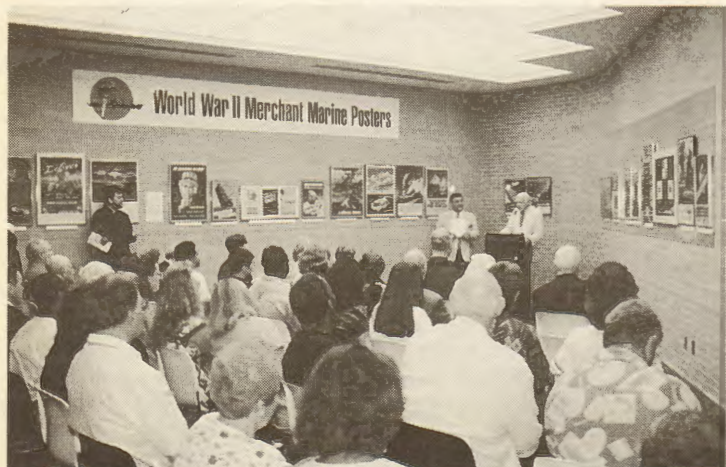
He also noted that today's American merchant mariners are battling against not only exploited and heavily subsidized foreign

competition, but also misinformation being foisted upon the press and Congress by foes of the U.S. fleet.

"Just as misinformation about communist elements amongst World War II seamen prevented recognition of mariners as veterans, today there is a flurry of misinformation to the media in an effort to discredit the merchant marine," Herberger said.

As an example, Herberger pointed out, "While 80 percent of the cargoes for Desert Shield/Desert Storm were carried by U.S. civilian mariners on U.S. ships, the message has been depicted as if it was only eight percent."

The admiral said that it is up to U.S.-flag proponents to combat the erroneous information. "We need to raise our voices and be as active as possible in preserving the merchant marine."



Former SIU member Rendich Meola addresses crowd last month at the opening of the WWII merchant marine poster exhibit.



# Tanker Operations Course Added for Late '95

The Paul Hall Center's Harry Lundeberg School of Seamanship in Piney Point, Md. has added another 1995 session to its schedule of four-week tanker operation/safety courses. The newly scheduled class (the final one to start this year) begins November 20 and ends December 15.

A complete Lundeberg School course schedule and registration information appear on page 23.

Completing the tanker safety course is mandatory for all Seafarers who sail aboard tankers, regardless of which department they sail in. However, members of the steward department only are required to finish the first two weeks of the class.

Hundreds of Seafarers have taken the course since the Paul Hall Center began offering it in January. In written critiques of the class submitted to instructors, and in interviews with the *Seafarers LOG*, they have offered particularly enthusiastic praise for the confined-space entry and rescue segment as well as the oil spill/hazardous materials (hazmat) prevention and recovery training. Each of those week-long sections features extensive practical training.



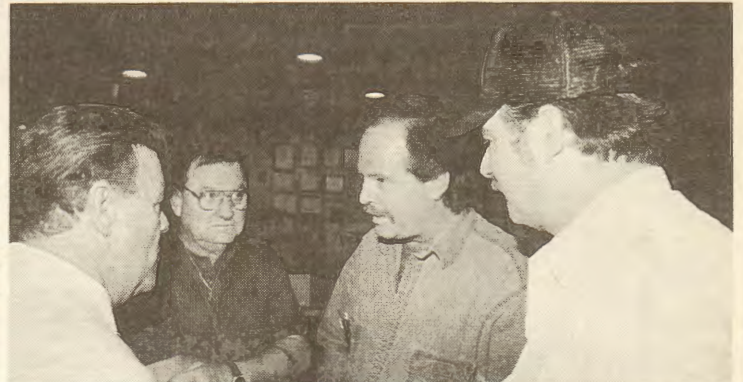
Students in all tanker operation/safety courses practice the proper way to use protective clothing and breathing gear.

The course also covers numerous related topics in order to promote maximum safety aboard tankers. Seafarers study tanker construction, chemical and physical properties of petroleum products, fire chemistry, oil-removal contingency plans and much more.

Lundeberg School instructors developed the class in response to regulations stemming from the Oil Pollution Act of 1990 (OPA '90). It includes hands-on training and classroom instruction, as was agreed during negotiations between the union and SIU-contracted tanker companies.



SIU Executive VP Joseph Sacco (standing) informs upgraders about the importance of completing the tanker operation/safety course because the Congress is considering legislation that affects the U.S. tanker fleet.



Upgraders discuss the course with SIU President Michael Sacco (far left). Pictured from left are Charlie Durden, Steven Bush and Daniel Eckert.

## Senate Subcommittee Collects Evidence on Need for U.S. Fleet

Continued from page 3

House and supported by the SIU and other maritime unions. He stated he planned to have such legislation before the Senate Commerce, Science and Transportation Committee before the end of summer.

The House, like the Senate, is contemplating a 10-year program in which the Department of Transportation (DOT) would provide \$100 million annually to help fund approximately 50 U.S.-flag containerships. The companies receiving the federal dollars would make their vessels available to the Department of Defense in times of national emergency or war.

### Urge Congressional Support

Representatives of the U.S. maritime unions called on the subcommittee to propose and push through the Senate maritime revitalization legislation.

SIU President Michael Sacco, who spoke on behalf of the maritime unions, told the subcommittee, "We strongly affirm our support for the enactment of maritime revitalization legislation which fosters the growth of a newer, more modern and efficient fleet of United States-flag vessels crewed by United States citizens. "We remain convinced the expenditure of such funds to support the merchant marine will enhance the economic, political and military security of our nation."

### National Security Concerns

The role the U.S.-flag merchant fleet has played in national security was a high priority for the members of the subcommittee as seen in their statements and questions for witnesses.

Lott, who also holds the second highest ranking position in the Senate as majority whip,



Listening to testimony during the July 26 maritime revitalization hearing are, from left, Senators Daniel Inouye (D-Hawaii), ranking minority party member of the Senate Surface Transportation and Merchant Marine Subcommittee, and Trent Lott (R-Miss.), subcommittee chairman.

pointed out the U.S.-flag merchant fleet has played a vital function in supplying U.S. armed forces during times of crisis.

"In times of international crisis or war, our historical and successful reliance on the U.S.-flag fleet and the merchant marines has been very, very important," Lott stated in his opening remarks.

Senator John Breaux (D-La.), quoting from the Doris Kerns Goodwin book "No Ordinary Times," repeated the words of U.S. Maritime Commission Chairman Emery S. Land in early 1942, "We are a war of transportation, a war of ships. It's no . . . sense making guns and tanks to be left in the United States."

Breaux then brought Land's statement to today's times. "If you judge history, we see very clearly that the crucial ingredient in part to the defense and security of the United States is not just how many guns and tanks we have but how many ships and men to crew those ships we have to take those weapons to places where we are involved in conflict."

### Safety, Environment Issues

Maritime Administrator Albert Herberger noted that na-

tional security is not the only reason an American-flag merchant fleet is needed. There are safety and environmental concerns as well.

"If we lose presence as a flag state—we only become a port state—we'll lose influence in all those international arenas regarding safety, environmental and all those other concerns," Herberger told the subcommittee. "We'll not have a place at the table."

"Since the beginning of our country, it's been in this country's best interest to have a presence in our own trade. [We must] be sure that we continue to have leverage and influence and not be totally at the mercy of foreign entities, the likes of which we cannot even describe today in terms of economic blocks, cartels and others that would take advantage," the retired U.S. Navy admiral added.

Speaking on behalf of the U.S.-flag liner companies, SeaLand Service President John Clancey told the senators that the American merchant fleet "provides important economic benefits, including jobs, tax revenues and assurance that freight rates to and from the U.S. are not set solely by foreign interests."

## Maritime Briefs

### Record Number of Foreign Ships Detained Due to Safety Problems

General cargo ships and old bulk carriers constituted the majority of the record 1,597 foreign vessels that were detained last year in European and Canadian ports because they failed safety tests, according to the 1994 annual report of the Paris Memorandum of Understanding on Port State Control. The report, released last month, was signed by representatives of the 16 countries which coordinate their national port state control inspections.

Passenger vessels and East European fish factory ships also were among those detained. The total number marked a substantial increase from the 926 detentions that took place in 1993—partly due to new detention procedures.

Broken navigational equipment, faulty firefighting gear and inadequate or broken lifesaving equipment were the most common problems found by Canadian and European inspectors, the report noted. They also discovered structural defects on some vessels, although their inspections typically covered only operational matters.

The report further stated that during the past three years, ships flying the flags of Malta and Cyprus, two runaway-flag ship registries, have the worst safety records among the largest flag states.

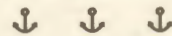


### Matson Navigation Co. Revises California-Hawaii Services

Seafarers-contracted Matson Navigation Co. has revised its twice-weekly service from Southern California to Hawaii, the company announced last month.

As of July 26, transit time for Matson's Saturday sailing from Los Angeles to Honolulu has been cut by 10 hours. In addition, Matson's "Neighbor Island" schedule has been improved in each of the major ports of Hawaii (Kawaihae, Hilo and Nawiliwili).

The accelerated service primarily results from the reassignment of the *Mau* and *Kauai* to the Saturday sailing from Los Angeles. The *Lurline* and the *Matsonia* also add capacity to the region's weekly RO/RO service, which departs Los Angeles on Wednesdays.



### U.S. Coast Guard Ends Its Use of Morse Code

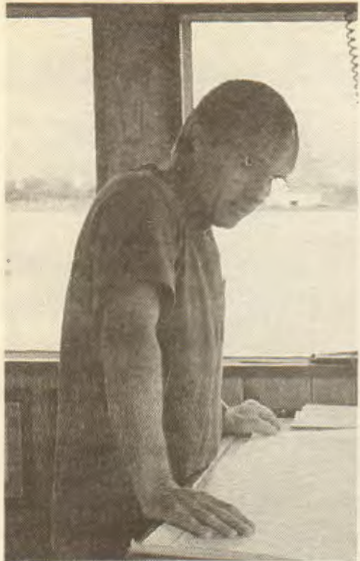
U.S. Coast Guard communications centers recently stopped all their Morse code operations, which have been supplanted by modern technologies.

The old system, invented in the 1840s by Samuel F.B. Morse, had been used by the Coast Guard to provide weather reports and safety information to ships, as well as to receive distress calls sent by mariners aboard vessels. Some Morse code messages were sent using dots and dashes representing letters; others were compressed into shorthand or abbreviations, such as SOS (Save Our Ship).

A Coast Guard spokesman told *The Baltimore Sun* newspaper that an estimated 90 percent of deep sea ships receive Coast Guard services via computers and radio-Teletype machines. Merchant vessels of major seafaring countries also use a variety of radio systems, including those known as SITOP, NAVTEX, INMARSAT and SafetyNET.



## Seafarers Crew New ITB In Penn Maritime Fleet



Looking over charts in the wheelhouse of the *Lucia* is First Mate Henk Rekelhoff.



AB/Tankerman Dan Hayes (left) and Second Mate George Shields sign off the *Lucia* and *Caribbean* in the port of Philadelphia following the ITB's maiden voyage.

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

The barge *Caribbean* and the tug *Lucia* departed from a Mobile, Ala. shipyard on June 26 for Corpus Christi, Texas where the vessel picked up its first cargo of petroleum to be transported to Philadelphia.

"I worked really hard familiarizing myself with the barge before we got underway," recalled Tankerman **Larry Evans**, a second generation Seafarer who, along with several others, boarded the ITB while it was still in the Alabama shipyard to assist and oversee construction.

"It was still on the building blocks when I arrived," said Evans. "It is the greatest thing since mom's apple pie. It is the

first new vessel I have ever sailed on, not to mention the first I have ever brought out of the shipyard. I have spent a lot of time in shipyards but never with a brand new vessel," he stated.

The tankerman went over the heaters, the generators, pipelines and "crawled every inch of the barge from stem to stern" to familiarize himself with the vessel before sailing it out of the shipyard.

"It was a really unique and special experience for me," Evans concluded.

The *Caribbean* and the *Lucia* join Penn Maritime's fleet of six tugboats and eight barges that move jet fuel, gasoline and other petroleum products along the eastern coast of the U.S.

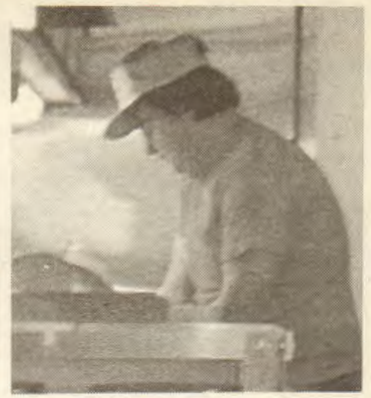
The first new ITB, the tug *Eliza* and barge *Atlantic*, sailed

out of the Mobile shipyard on March 3 while construction was being completed on its sister unit.

Virtually identical to the *Atlantic* and *Eliza*, the *Caribbean* and the *Lucia* are designed to meet the latest laws and regulations affecting the industry.

According to Bill Oppenheimer, manager of Penn Maritime fleet operations, the new ITBs are articulated tug/barge units. "What happens is, as the tug enters the notch of the barge, two steel couplers extend from the tug into the notch of the barge and lock it into place. It keeps the tug in a push mode all the time," explained the Penn Maritime official.

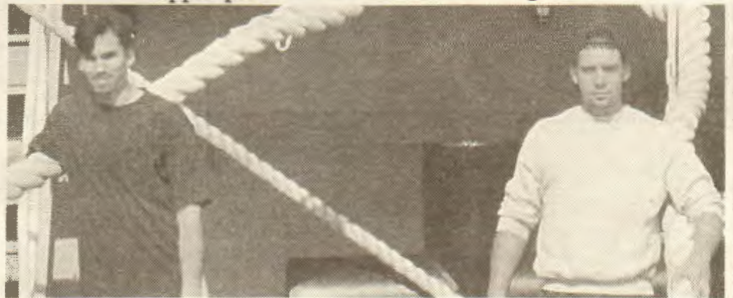
"It's a nice machine, a nice unit," praised Chief Engineer **Donald Bond** of the *Caribbean* and the *Lucia*. "The entire package surprised me because it went very well. I wasn't sure how the new system would work. Locking the tug into the barge went wonderfully. It worked beyond expectations, I would say," reflected Bond. He added, "I can't wait to sail on it again."



Chief Engineer Donald Bond rinses out his coffee cup in the new galley aboard the *Lucia* following a brief break.



AB/Tankerman Larry Evans became familiar with the *Caribbean* from "stem to stern" even before the barge left the Mobile, Ala. shipyard.



Working on the deck of the *Caribbean* are Second Mate Peter Jablonski (left) and OS Jason Connors.

## Moran Boatmen Endorse New Three-Year Accord

SIU boatmen who navigate Moran tugboats in the Gulf of Mexico have ratified a new three-year contract that covers wage increases and improved benefits into 1998.

The new agreement, which began on June 10, covers SIU members who sail aboard harbor and offshore tugboats.

Representatives for the Port Arthur, Texas-based company and the SIU held negotiating sessions in Port Arthur during May.

The Seafarers will receive wage increases throughout the life of the contract.

Delegates to the talks included Captain **Charles Tuck** and Chief Engineer **Wallace Ashwood** from the offshore boats and AB/Quartermaster **Craig Arnaud**, Chief Engineer **Cliff Champagne** and Captain **Pat Thomas** from the harbor tugs. SIU Vice President Gulf



The *Mary Moran* is a harbor tug covered by the new 3-year pact.

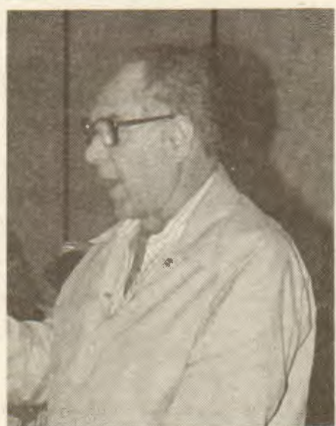
Coast Dean Corgay and Houston Port Agent Jim McGee also participated in the talks.

"I think that negotiations went very well," Tuck told a reporter for the *Seafarers LOG*. "Overall it is a very good contract and the end results were very positive," the captain added.

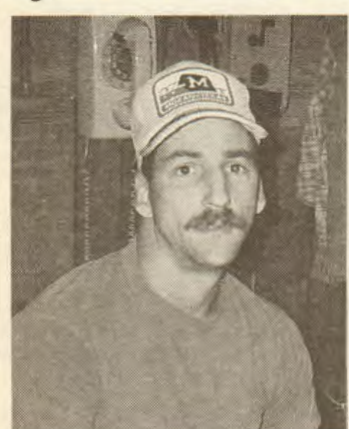
The new pact covers three SIU-crewed offshore tugboats: the *Dorris Moran*, *Shiela Moran* and the *Cape Charles*. Seafarers also covered by the agreement crew five harbor tugs: the *Helen Moran*, *Mary Moran*, *Joan Moran*, *Mary Coppeidge* and *Stella*.

The harbor tugs dock and undock vessels as well as perform other harbor work in the waters surrounding the ports of Port Arthur, Orange and Beaumont, Texas. The offshore tugs

transport petroleum and container barges along the U.S. East Coast, the Gulf of Mexico ports and Puerto Rico.



Representing harbor tugboat crewmembers during the contract sessions was Moran Captain Pat Thomas.



Chief Engineer Cliff Champagne was a member of the SIU negotiating committee for the new three-year Moran contract.

## House Committee Approves Phase Out Of FMC by 1997

The U.S. House of Representatives last month approved a \$27.6 billion spending bill that includes \$15 million for the operation of the Federal Maritime Commission (FMC) in Fiscal Year 1996. But the long-term fate of the FMC, as well as that of the Shipping Act of 1984 (provisions of which are administered by the independent government agency) remain in doubt.

Legislation to deregulate ocean cargo transportation by phasing out the FMC and reforming the Shipping Act was passed August 2 by the House Transportation and Infrastructure Committee. The bill next will be sent to the House floor.

The legislation, known as the Ocean Shipping Reform Act of 1995, was put forth by Representative Bud Shuster (R-Pa.), transportation committee chairman, and largely is based on a series of compromises between Sea-Land Service and the National Industrial Transportation (NIT) League, a lobbying group for shippers which called for deregulation of ocean cargo transportation.

### Transfer Duties

The bill would phase out the FMC by October 1997 while transferring some of its duties to the Department of Transportation. It further would eliminate tariff-filing requirements and allow shippers to secure confidential contracts with carriers. The legislation also would maintain antitrust immunity for carriers to set rates collectively.

The Shipping Act of '84, through an exemption to U.S. antitrust laws, allows international shipping lines to jointly set

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

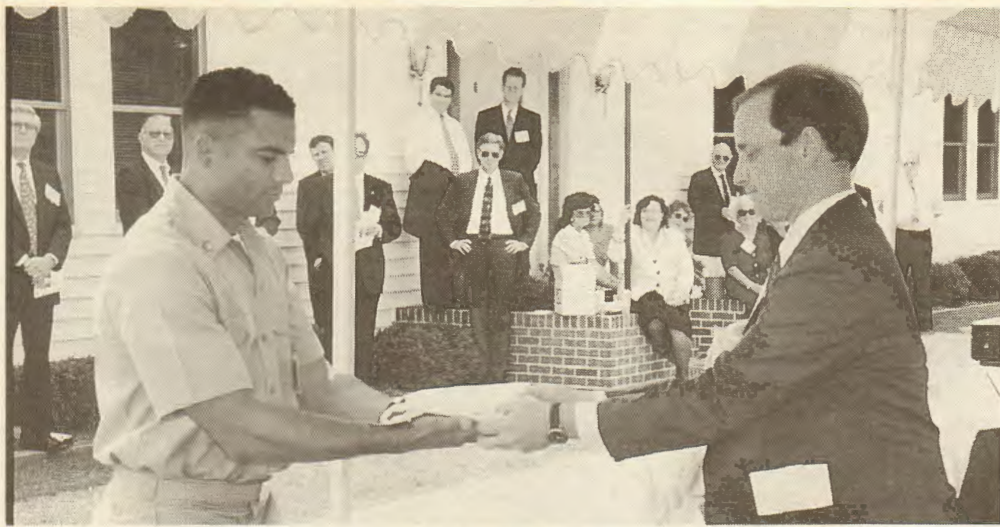
### Compromise Reached

In June, Sea-Land and the NIT League reached a compromise agreement providing the framework to phase out the FMC while maintaining carriers' antitrust immunity and shifting some of the FMC's functions—particularly the monitoring of unfair foreign practices against U.S. lines—to the Transportation Department.

Reaction to the deal's content and creation has been mixed among both shippers and carriers. But a spokesman for Sea-Land, as well as others familiar with the situation, said that the agreement was reached under great pressure from an impatient Congress. Chris Koch, senior vice president and general counsel at Sea-Land and a former FMC commissioner, said at a recent seminar in California that if industry representatives had not quickly proposed a plan to gradually eliminate the FMC, congressional budget cutters simply would not have funded the agency beyond October 1.

The SIU is reviewing the provisions of the Ocean Shipping Reform Act and will keep members updated on how it would affect them.





Seafarer Orlando Sierra (left) presents Thomas B. Crowley Jr. with the Crowley Maritime Corporation flag that will fly over the campus.



On behalf of the Crowley family, Thomas B. Crowley Jr. thanks the center for honoring his father. Joining him at the podium is Crowley's widow, Molly.



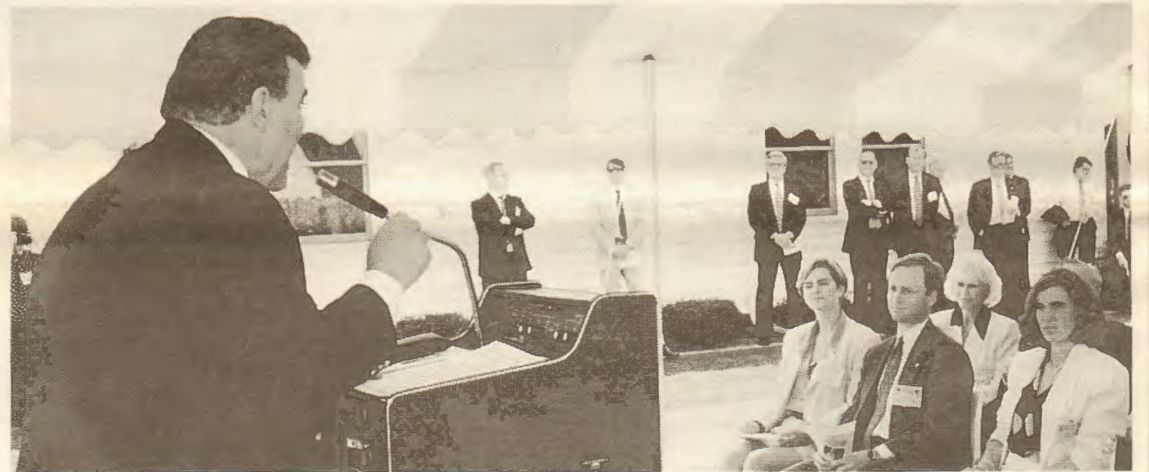
Remembering the works of Thomas B. Crowley Sr. are his son, Thomas B. Crowley Jr., and Bradley Mulholland of Matson Navigation.



Praising Thomas B. Crowley Sr. for his work promoting the U.S.-flag merchant marine is former Federal Maritime Commission Chairperson Helen Bentley. Listening to her comments are, from left, SIU President Michael Sacco; Father Matthew J. Siekierski, who provided the invocation; and Bradley Mulholland, Matson president and CEO.



Passing along a story to Thomas B. Crowley Jr. (left) is American Maritime Officers President Michael McKay.



Christine Crowley (seated, left) and her husband, Thomas B. Crowley Jr., listen to SIU President Michael Sacco recall what Thomas B. Crowley Sr. meant to the union.

## Campus on the Paul Hall Center Named for Renowned Shipowner

Continued from page 3

Crowley, who died last year at age 79, are set up to provide Seafarers studying at the Paul Hall Center with courses where they learn computer skills, basic physics, safety, first aid and much more.

Following the dedication ceremony, Crowley family members and officials from Crowley Maritime inspected the facilities.

Others joining Sacco in remembering Crowley at the ceremony were Matson Navigation President and Chief Executive Officer Bradley Mulholland, former Federal Maritime Commission Chairperson and U.S. Representative Helen Delich Bentley and American Maritime Officers President Michael McKay.

Mulholland, speaking on behalf of the maritime industry, called naming the campus for Crowley "a generous tribute given by the SIU to a patriot who has given much to our country and industry."

He noted that Crowley and his company contributed greatly to U.S. efforts in times of national crisis from World War II to Operation Desert Storm as well as being a leader in oil spill clean-up operations in Saudi Arabia and Alaska.

"Tom Crowley was the best kind of entrepreneur," recalled Mulholland, whose company also has a contract with the SIU. "He was an innovator and constantly pushed himself and his organization to find new and uncommon solutions to complex and seemingly overpowering challenges."

### Received Hands-on Training

Bentley recounted several meetings she had through the years with Crowley. She noted he learned the maritime industry "first aboard the tugboats during the tough years of the depression and later in the offices of Crowley Launch and Tugboat Company."

"His education was what we refer to today as 'hands on.' Thomas B. Crowley Sr. could fit into any position on one of his vessels at any time—and whenever there was a question of any kind, he was not shy about proving it."

She added, "Even though Tom Crowley had received his education the 'hands-on' way, he recognized that in this day and age formal education also was as vital for success as the on-the-spot kind of learning."



Instructor Russ Levin (back to camera) outlines the classes taught in one of the classrooms on the Crowley Campus. Inspecting the room are, from left, Bradley Mulholland, Christine Crowley, Thomas B. Crowley Jr. and Neil Alioto, Lundeberg School vice president.

McKay remembered Crowley as "a man you could count on, a man of his word." He also pointed out that Crowley was an innovator and that his influence through his ideas and vessels still are felt worldwide.

### Expanded Father's Company

Thomas B. Crowley Sr. began working for his father's company, then called Crowley Launch and Tugboat Co., in 1933. He took over the management of the business when his father retired in 1960.

Under Crowley's leadership, the company began West Coast bulk petroleum barge service after World War II. Crowley Maritime provided commercial resupply lines to the U.S. military's early warning detection installations in the Arctic and for more than 20 years ran tug/barge supply operations to the oil industry working on Alaska's North Slope.

The company began tug/barge operations between the U.S. East and Gulf coasts and the Caribbean, as well as liner service to Central and South America, during the 1970s and 1980s.

The site of the Paul Hall Center opened in 1967 as the Seafarers Harry Lundeberg School of Seamanship. The center serves as a vocational training facility for SIU members. The center is operated jointly by the union and its contracted companies.



# 7 Seafarers Scholarships Will Be Awarded in 1996

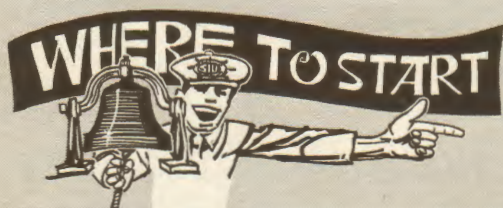


conjures up a number of images: freedom, shipboard watches, school days. And for seven recipients of the annual Seafarers Welfare Plan scholarship, the word may include a little of all those meanings as school bells ring each September to mark the start of a new academic semester.

Since 1952, the SIU has offered a scholarship program, and 242 members and their spouses and children have been able to take advantage of it. This year will be no different. The union's Seafarers Welfare Plan again will award seven scholarships, this time for the 1996 school year. Three of the financial awards will be made available to Seafarers. One of the Seafarers' awards will be for \$15,000 for use at a four-year institution of higher learning. The other two, in the amount of \$6,000 each, may be used for two-year studies at a community college or vocational school. The remaining four scholarships will be set aside for children and spouses of Seafarers. Each of these four stipends is for \$15,000 and may be used at a four-year college or university.

The cost of education at the college and university level continues to rise each year, often preventing individuals from starting or resuming their educational goals and forcing them to scrimp and save in order to overcome the high price tag of higher learning. Applying for a Seafarers Welfare Plan scholarship may be a solution to help reduce the high cost of college tuition.

Graduation for the high school class of 1996 still may be about a year away, but now is the time to begin planning to apply for one of the available scholarships. Taking advantage of this benefit is not difficult, but it will require some organization on the part of the college-bound student to complete the entire application.



While the program is open to all eligible Seafarers and their dependents, there is one catch: One must apply in order to be considered for the award. And the full scholarship application will need to include a number of items—so the first step is to send away for the Seafarers Scholarship Program booklet to find out what these items are. The booklet contains all the necessary information a prospective student needs to complete the application.

To receive a copy of this guide, complete the coupon at the bottom of this page and return it to the address listed on the coupon.

Once the scholarship booklet has been received, applicants should first check the eligibility information.

For a Seafarer to be eligible for a scholarship, he or she must:

- be a high school graduate or its equivalent.
  - have a total of 730 days of employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the Seafarer's behalf prior to the date of application.
  - have one day of employment on a vessel in the six-month period immediately prior to the date of application.
  - have 120 days of employment on a vessel in the previous calendar year.
- (Pensioners are not eligible for scholarships.)



For a spouse to be eligible for a scholarship award, he or she must:

- be married to an eligible Seafarer or SIU pensioner.
- be a high school graduate or its equivalent.

For a dependent child to be eligible for consideration for a scholarship, he or she must:

- be an unmarried child of an eligible Seafarer or SIU pensioner for whom the member or pensioner has been the sole source of support the previous calendar year. (However, should a dependent child win an SIU scholarship and marry while receiving the award, he or she will not have to forfeit the grant by reason of such marriage.)
- be a high school graduate or its equivalent, although applications may be made during the senior year of high school.
- be under the age of 19—or be under the age of 25 and be a full-time student enrolled in a program leading to a baccalaureate or higher degree at an accredited institution authorized by law to grant such degrees.

For both a spouse and dependent child to be eligible, the following conditions must be met:

- the sponsoring Seafarer must have credit for 1,095 days of covered employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the Seafarer's behalf prior to date of application.
- the sponsoring Seafarer must have one day of employment in the six-month period preceding the date of application and 120 days of employment in the previous calendar year (unless the eligible parent is deceased).



Once eligibility has been determined, the applicant should start collecting other paperwork which must be submitted with the full application by the April 15, 1996 deadline.

These include such items as transcripts and certificates of graduation. Since schools are often quite slow in handling transcript requests, the sooner the applicant asks for copies, the sooner they will be received.

Letters of recommendation form another part of the application package and should be solicited from individuals who have knowledge of an applicant's character, personality and career goals.

Since the scholarship grants are awarded primarily on the basis of high school grades and the scores of either College Entrance Examination Boards (SAT) or American

College Tests (ACT), these exams need to be taken no later than February 1996 to ensure that the results reach the scholarship selection committee in time to be evaluated.

A photograph of the applicant and a certified copy of his or her birth certificate are two other items that will need to be included in the total application package.

All completed applications MUST be mailed and postmarked ON or BEFORE APRIL 15, 1996. As might well be imagined, the Welfare Plan receives many applications for the scholarship program, and it is often very difficult to select only seven recipients for the awards. For this reason, all applicants should be sure to fill out the form as completely as possible and include all the requested information by the due date.

It also should be noted that if an application was submitted in past years and was not selected—DON'T BE DISCOURAGED. That person may send in another application this year.

## FOR MORE INFORMATION



Now is the time to start thinking about your educational future. Ask for a 1996 Seafarers Scholarship Program booklet at any SIU hall, or fill out the coupon below and return it to the Seafarers Welfare Plan.

Please send me the 1996 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

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



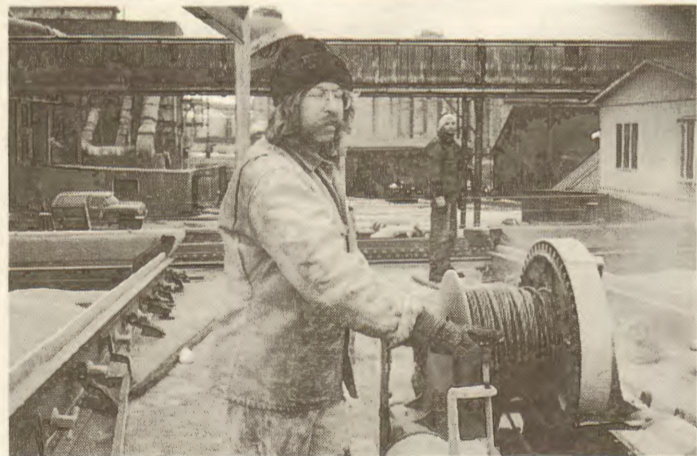
# SIU Members Safely Deliver Grain Products on Great Lakes



OS Bob Crosby gathers the lead docking line while the *Kinsman Enterprise* navigates into the port of Duluth, Minn. to take on cargo.



LEFT AB/Watchman Robert Grove supervises the loading of cargo aboard the *Kinsman Enterprise* in the port of Duluth, Minn.



During fitout aboard the *Kinsman Enterprise*, Watchman Curt Mayer works the deck winch.



OS Larry Hall (left) and OS Ali Quraish report to work aboard the *Kinsman Enterprise* at the Duluth, Minn. harbor.

Carrying more than a million tons of grain between ports on the Great Lakes, U.S.-flag bulkers like the SIU-crewed *Kinsman Enterprise* had a busy sailing season during 1994.

The 1995 season has proven to be no different. In fact, according to Cleveland-based Kinsman Lines, this year's grain totals already are two million bushels ahead of the company's 1994 figures. This is because the *Kinsman Enterprise* did not transport grain on the Great Lakes during April 1994. (April is when fitout for the company usually begins.)

Seafarers aboard the *Kinsman Enterprise* began their 1995 sailing season when the Laker sailed from its winter port of Buffalo, N.Y. on April 6. By late April, the 600-foot *Kinsman Enterprise* and her sister ship, the *Kinsman Independent*, had made a total of three trips across the lakes.

After reaching the western end of Lake Superior, the vessel loaded wheat in the Twin Harbors region of Duluth, Minn. and Superior, Wis. The bulker then transported the grain back to Buffalo for use in the manufacture of cereal, flour and other products.

As the cargo was being loaded in Duluth, Seafarers inspected the vessel to make sure it was ready for the busy schedule it maintains throughout the summer, fall and early winter months.

Photos on this page were taken recently by crewmembers while the *Kinsman Enterprise* was docked in Duluth.

The *Kinsman Enterprise* has been plying the Lakes since 1927 when it began sailing as the ore carrier *Harry Coulby*. It was bought by Kinsman in 1988 and has since been used as a grain carrier.



Wheelsman Mark Knapp pays his union dues at the Duluth hall.



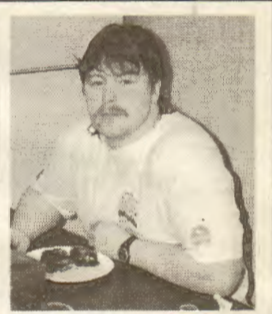
Turning in medical forms is *Kinsman Enterprise* Wiper Walter Sipper.



Visiting the Duluth hall is *Kinsman Enterprise* AB Jan Kaminski.



*Kinsman Enterprise* QMED John Nordick is ready for a busy season.



Oiler Fred Stover takes a break between shifts on the *Kinsman Enterprise*.

## Seafarers Supply Fuel on Lower Lake Michigan

For more than 40 years, Seafarers who sail aboard Bigane fueling vessels have been supplying ships in the lower end of Lake Michigan with enough petroleum to get to their next destination.

As the only fueling service available to ships in the lower lake area, Bigane Seafarers keep a very demanding schedule. The SIU members aboard the boats transport heavy fuel (used by steamships), diesel fuel (used for diesel-powered engines) and kerosene (used in galleys for stoves).

Sometimes referred to as "floating gas stations," the motor vessels are available for ships coming into port in the towns surrounding Lake Michigan. The SIU-crewed fueling vessels meet ships in Gary and Burns Harbor, Ind. as well as throughout the entire Chicago area.

Aboard the *Joseph Bigane*, AB/tanker-men like Kevin Kelley and Ron Las work hard to make sure all supply orders are properly filled. The members control the loading of the fuel at a Chicago refinery as well as the hook up of the cargo hoses and the discharge of the petroleum to the ship being refueled.



AB/Tanker man Kevin Kelley lifts a heavy hose and fitting from the deck of the *Joseph Bigane* to the deck of a ship waiting for fuel.



Tying up the *Joseph Bigane* fueling vessel at the Chicago refinery is a job for AB/Tanker man Ron Las.



## Began Career on 'Stick Ship'

# Mazzola Recalls 23 Years of Seafaring Memories

1972



There was always something new to learn aboard break-bulk freighters such as the *Joseph Hewes*, the first ship on which Mazzola sailed following his graduation from the trainee program at Piney Point.

"From the North Pole to the South Pole, aboard more than 60 different SIU ships... If you can float there—I've been there," recalled AB George Mazzola of the numerous SIU ships he has sailed on since joining the union 23 years ago.

The 41-year-old Piney Point graduate has helped deliver everything from pineapples and jet planes to bombs, in addition to seeing the world three times over.

"From delivering materiel that was vital to U.S. troops during the Persian Gulf War to safely transporting thousands of gallons of petroleum to Antarctica, I have been there," recalled Mazzola.

"SIU crews deliver the cargoes needed by many people throughout the world to survive, and I am proud to be part of such an outstanding organization," he added.

The Maryland native has sailed aboard virtually every type of deep sea vessel contracted by the SIU—break-bulk freighters, containerships, bulk carriers, tankers and oceanographic ships.

Throughout his more than two decades of sailing, Mazzola compiled an extensive collection of photographs of each ship on which he sailed and memoirs from the exotic places he visited, all of which he recently shared with the *Seafarers LOG*.

"Each ship was a unique, beautiful experience," he said.

### Hewes Is First Vessel

Among his favorite vessels were the *Joseph P. Hewes* (Waterman Steamship), *Stonewall Jackson* (Waterman Steamship) and the *Santa Maria* (Delta Lines).

Following his 1972 graduation from the Lundeberg School as a member of trainee class 107, Mazzola signed on the *Joseph P. Hewes* as an OS.

The freighter maintained a run between the U.S. East Coast and the Far East. The *Hewes* discharged and brought on cargo in various ports in South Korea, Hong Kong, the Philippines and Thailand.

"The beauty of the *Hewes* was that she was a freighter. Plain, simple and beautiful. All we needed was a dock and we could unload anything, anywhere," explained Mazzola. "With the more modern containerships, booms are needed in each port in order to load and unload," he added.

Mazzola noted that because of the speed containerships have brought to the process of loading and unloading, the use of break-bulk freighters has declined. (The *Hewes* was a break-bulk freighter, also known as a 'stick ship' because of the cranes and booms built aboard the vessel.) Now, the only SIU vessels which still have cranes on board capable of self-loading and unloading in port are the military contracted ships.

"Out of all the ships I've sailed, I'd have to say that the *Hewes* was my favorite. The work was so interesting and there was always something different to do," said Mazzola. "I can honestly say that I became a better seaman by sailing aboard the *Hewes*," he added.

Mazzola noted that the old freighters provided Seafarers an excellent learning opportunity. "The cargo gear had to be expertly maintained. We were constantly working the booms—taking them apart, rebuilding and performing all types of maintenance on the winches and hatches. It was a very technical and demanding job, and you learned so much," the AB stated.

### Memorable Trip

In 1973, Mazzola took a job as a wiper aboard the old *Stonewall Jackson*. (The original *Stonewall Jackson* was bought by Waterman Steamship Company after World War II and converted from a general troop ship to a C-4 freighter. In 1974, the company built a new LASH ship which was to take the place of the *Stonewall Jackson*. They named the new ship, again, the *Stonewall Jackson*. It is still in service today and is crewed by Seafarers.)

The freighter was on a run to India and the Middle East and left from the port of Baltimore.

"The first *Stonewall Jackson* was powered by 8500-horsepower steam-turbine engines," recalled Mazzola. "She was a classic. It wasn't too long after my tour that they converted her to diesel engines," he said.

"What kept the jobs aboard freighters interesting was the large variety of cargo. This particular trip we had everything from coffee beans to tallow on board," Mazzola recalled. (Tallow is used to make soap.)

This 1973 trip to the Middle East was of particular importance for the *Stonewall Jackson* and her crew, for they had a new jet fighter in the forward hatch which they delivered to Jordan's King Hussein.

"The day after the jet was unloaded, the test pilot flew by the ship at the stroke of high noon," the Seafarer reminisced. "He came by at mast height at 500 knots, waved, kicked in his afterburner, went vertical and disappeared into the blue. It was quite a show."

### 'Combo Ship'

One of the most unique ships on which Mazzola has sailed was the *Santa Maria*, a Delta Lines vessel. The *Santa Maria* was known as a "combo ship" because it was half freighter and half passenger ship. It had accommodations for 100 passengers, including two swimming pools, in addition to the regular space allocated for freight.

Leaving from the West Coast, the *Santa Maria* circumnavigated South America in 60 days. "It was a dynamite trip," recalled Mazzola. "We still had our own container crane, so we could load and unload in the ports, but it never interfered with the passengers."

Mexico, Panama, Brazil, Argentina, Chile, Peru were just some of the countries the *Santa Maria* called upon during its voyages.

Mazzola recalled a special ceremony held aboard the *Santa Maria* when the ship passed through the Strait of Magellan at the southernmost tip of South America.

"It was a tradition for the passengers to dress in costumes and celebrate as we sailed through the strait. Special meals were prepared by the galley gang, and everyone would gather on deck to mark the occasion," remembered Mazzola.

He added that the area, located near the Antarctic Peninsula, is usually filled with penguins. Therefore, the *Santa Maria* celebration became known as "The Penguin Party."

"The passengers really enjoyed being aboard with the crew. It was a unique atmosphere in that the passengers often felt they were a part of the crew. They truly enjoyed being around us and watching us at work," said Mazzola.

During his last trip aboard the *Santa Maria* in 1984, the ship loaded 10,000, 55-gallon barrels of concentrated orange juice in Brazil. It was stored below deck in a refrigerated section of the freighter.

"The refrigeration had to be constantly monitored so that the orange juice concentrate was kept at the appropriate temperature level. The concentrate was being brought to the United States to manufacture commercial juice," said Mazzola.

Coincidentally, Mazzola's last trip aboard the *Santa Maria* was also the vessel's last trip before it was scrapped.

### Proud Member

Reflecting on his time as a Seafarer, Mazzola said, "Adventures of the sea are like no other. It is a life of freedom and a life filled with hard work."

He added that he would do it all over again if given the chance. "As a Seafarer, I have helped to deliver some of the most important cargo in the world," he said.

"Without the merchant marine, none of this would be possible. Who else can transport such precious goods as safely as American merchant mariners?" Mazzola questioned.

"The bottom line is that as Seafarers we have helped make the United States a better place, and that is something to be proud of," the AB concluded.

1984



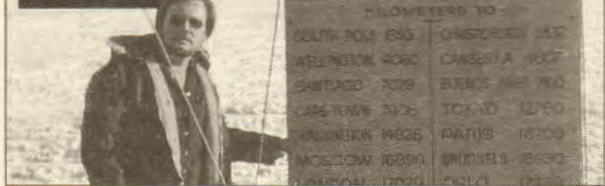
The *Santa Maria* (Delta Lines), which held a combination of passengers and freight, was one of Mazzola's favorite ships.

1984



During his last trip aboard Delta Lines' *Santa Maria* in 1984, AB George Mazzola takes part in a lifeboat drill.

1988



After helping deliver a year's worth of petroleum products to ports in Antarctica aboard the *Gus Damell*, AB George Mazzola points at a mileage chart, noting how far he is from his home in the Washington, D.C. metropolitan area.

1991



Mazzola (foreground) assists with underway replenishment operations aboard the *Richard G. Matthiesen* during the Persian Gulf War in the early 1990s.



# SIU Fishermen Escape Injury as Trawler Burns; Rachel E Crew Rescued by Other Seafarers

Thanks to quick reactions and help from fellow Seafarers, the SIU crew of the trawler *Rachel E* escaped injury on June 23 when an electrical fire damaged the vessel near New Bedford, Mass.

Despite a thick fog which limited visibility to approximately 50 yards, Captain Antonio Pimentel, Mate Jose Paxita, Engineer Carlos Cajuda and Cook Antonio Baptista were rescued from their life raft by the SIU-crewed *Destiny*, another fishing boat, three hours after the fire forced them to flee from the *Rachel E*. The *Destiny*—crewed by Captain Luis Fidalgo, Mate Joao Dias, Engineer Jose Dosantos, Deckhand Hermilio Meca and Cook J. Fidalgo—was alerted of the life raft's position by a U.S. Coast Guard helicopter.

The fire eventually burned itself out. Although no one was hurt, crewmembers lost clothes and other personal belongings, as well as marine charts and a short-wave radio. The total damage estimate exceeds \$200,000.

Pimentel noted that he and his crew regularly conduct safety drills, but the speed with which the fire engulfed parts of the 71-foot *Rachel E* prevented the men from donning any protective

gear. However, they did take the boat's Emergency Positioning Indicating Radio Beacon (EPIRB) into the raft, and that act led to their relatively quick rescue. The EPIRB sends a signal to a satellite that is relayed to the Coast Guard and other radio operators to pinpoint a foundering or otherwise disabled vessel's location.

"We practice with the life raft, life ring, life jackets, survival suits and fire extinguishers," said Pimentel, who has been an SIU member for 20 years. "But this time, there was no chance to grab anything, no chance to send a mayday. The wheelhouse was full of flames."

Notwithstanding the heavy fog, the *Rachel E* was three days into a seemingly routine fishing voyage when Pimentel "smelled something like burning rubber. I looked in the windows and saw smoke and flames coming from near the engineer's quarters. I couldn't get to the wheelhouse, but my first concern was getting the engineer out of his bunk."

Pimentel succeeded in rousing Cajuda, then joined with the other crewmembers in securing the raft. "I was concerned because we have about 9,000 gallons of fuel on the boat," Pimentel recalled.

Once in the life raft with the crew, Pimentel activated the emergency beacon.

The Coast Guard picked up the EPIRB signal and located the *Rachel E* crew roughly 90 minutes after they boarded the life raft. In another 90 minutes, the *Destiny* (on which Pimentel used to work) emerged from the fog and moved in to rescue the

Seafarers.

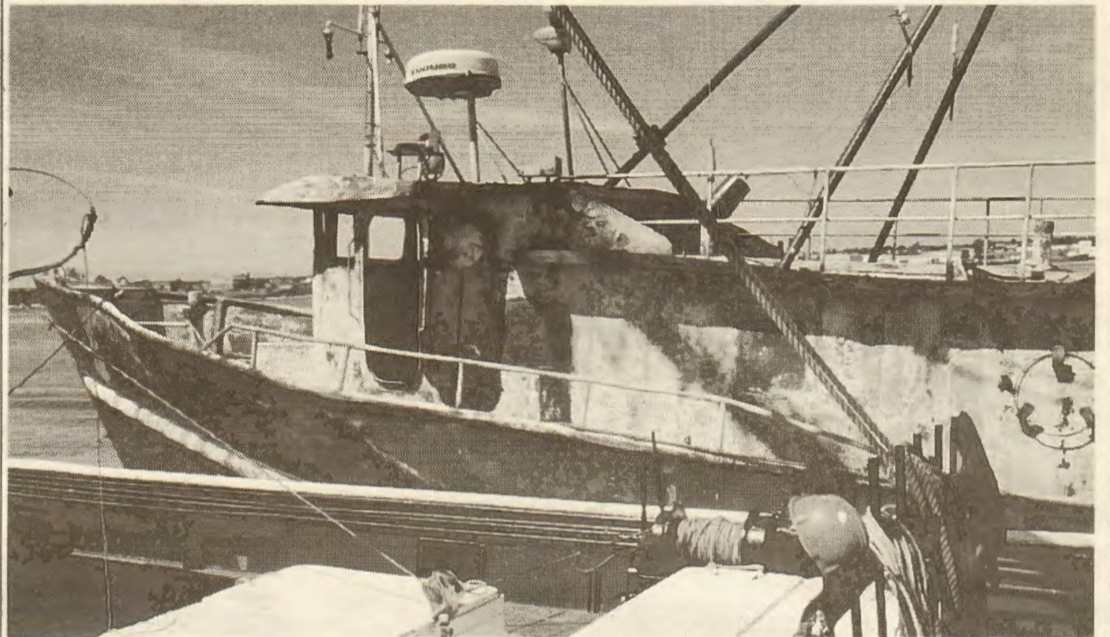
More than seven hours later, the men boarded a rescue tug that came for them and to tow the *Rachel E*.

Despite the damage to the *Rachel E*, the 2,000 pounds of fish caught by the crew went undamaged, as the fire did not extend to the storage containers. But in other areas of the boat, "you

couldn't recognize anything, even after it was cleaned up," said SIU Port Agent Henri Francois, who provided the photo accompanying this article.

The *Rachel E* is under repair in Rhode Island. It is uncertain when the boat will return to service.

Pimentel said he and his crewmembers (who have gone to work on another boat) are not discouraged by their recent experience. "There's no quitting by any of us. After 32 years in the fishing business, I know I'm not scared."



An electrical fire caused extensive damage to the *Rachel E*, but not one of the Seafarers who sails aboard this fishing vessel was harmed in the June 23 incident near New Bedford, Mass.



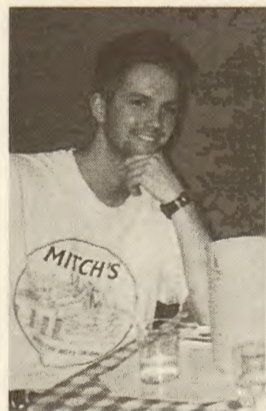
Participating in the union meeting held aboard ship are QMED Bob Rudd (left) and AB Bob Borron.



AB Scott Kreger (left) and QMED Jason Fields join in on discussions about the maritime industry.



Members of the *Lopez's* steward department also take time from their duties to attend the meeting. In the galley are (from left) SA Tim Mizwicki, SA Rose McCants, SA Whitey Pavao, Chief Cook Russ Beyschau and Cook/Baker Guy Prescott.



AB Chris Kalinowski waits for the shipboard meeting to begin.



The 1st Lt. Baldomero Lopez lies at anchor in the waters off Guam. A Military Sealift Command vessel, the *Lopez* is normally based in the West Pacific Ocean, off the island of Saipan, from which position it can be ready to support a military operation at any time.

## Keeping Up-to-Date from Afar Aboard the Baldomero Lopez

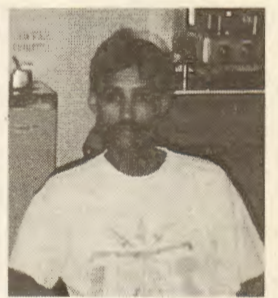


Gathered in the galley for the union meeting aboard the *Baldomero Lopez* are, from left, Bosun Gerald Kelly, AB Bob David, Steward/Baker Bruce Barbeau and Pumpman Phil Parent.

Sailing aboard the Military Sealift Command's fleet of prepositioning vessels often means being based in remote areas of the world. So when SIU Assistant Vice President Bob Hall recently caught up with crewmembers aboard the *1st Lt. Baldomero Lopez* in Guam—an unincorporated U.S. territory in the Mariana Islands to which the vessel makes regular shuttle runs from its base off the island of Saipan in the West Pacific Ocean—there were many issues the crew wanted to catch up on and discuss.

The members reviewed and commented on provisions of the contract under which they sail. Hall also brought them up-to-date on the status of some of the current legislation on Capitol Hill, including the Alaskan North Slope oil situation and maritime revitalization.

The *1st Lt. Baldomero Lopez*, operated by Amsea, is named for a Marine who fought in Korea and gave his life to shield his men from a grenade.



Wiper Matt Alexander and AB Jeff Moritz take part in the shipboard meeting aboard the *Baldomero Lopez*.



Getting updated by Asst. VP Bob Hall on maritime issues in the U.S. are (from left) Chief Electrician Bill Amost, AB Dave Condino and SA Dan Idos.



# Seafarers Stay Active in Honolulu



Checking the shipping board and the seniority lists in the Honolulu hall are, from left, OS Phillip Toney, AB Barry McNeal and Chief Cook Robert McElwee.

## Hall Serves as Focal Point For Fellowship, Business

The membership activity never stops in the SIU hall in Honolulu. Because of the wide array of SIU-contracted vessels that call on Hawaii, union members are constantly in the hall to register to ship, file vacation applications, check on health claims or catch up on the latest news.

"We have a steady stream of members coming into the hall," notes Port Agent Neil Dietz. "Some come to ask questions concerning the union, others take care of shipping business and still others come to socialize with their fellow Seafarers."

When members ship out, they can catch jobs aboard vessels that regularly call on the port. Among those are Sea-Land, Matson and American President Lines containerships, American Hawaii Cruises passenger ships and Transoceanic cable ships, which are owned by AT&T. Other SIU-contracted ships that call on Honolulu-area facilities are those of the Military Sealift Command that carry civilian crews.

The SIU hall, which opened in March 1991, is located only a few blocks from the Honolulu waterfront.



Registering at the counter is Larayne Powers who holds a QMED rating.



OS Marcus Perry, left, and OS Eli Siluano wait for the next job call.



While ashore, some of the crewmembers from the "White Ships"—the SS Constitution and SS Independence—gather in the Honolulu hall. They are 2nd Cook Noel Bocaya, AB Reynaldo Govico, SA Petronito Ramos, Oiler Edwin Yballa, SA Bob Quimpo, SA Ludivico Castillo and QMED Benny Orosco.



OMU Johnny Hoffman is ready to ship out from the port of Honolulu.



Passing time by reading or playing cards are, from left, OSs Christopher Corpuz, Rholand Daan, Rey Farinas, Glen Toledo and Chris Sterns.

## Constant Traffic Keeps Santurce Members Busy

From tugboats to roll-on/roll-off vessels, whether operated by Navieras NPR, Crowley, Sea-Land or others, the work is constant for Seafarers along the docks near the union's hall in Santurce, P.R.

Union members are involved in the offloading and loading of trailers from the various Navieras NPR vessels that call on the port. Other crewmembers are busy keeping up the ships' maintenance through painting, chipping, inspecting the engines and cleaning the galleys.

Formerly known as Puerto Rico Marine Management or PRMMI, Navieras NPR ships sail between Puerto Rico, the eastern seaboard of the U.S. and other Caribbean ports.

The nearby Crowley docks host Seafarers busy preparing ships and tugboats for sailing. SIU members crew Crowley ship-docking tugs as well as ocean-going tugs and barges that travel between Puerto Rico and the Atlantic and Gulf coasts of the U.S. Specifically constructed for the trade, Crowley's Puerto Rico facility is the largest in the world for handling roll-on/roll-off vessels.

Seafarers also man lightering equipment and oil spill response vessels that can quickly respond to emergency situations in the Caribbean region.

Port Agent Steve Ruiz notes the action is virtually non-stop in the area. "This is a very active port and our members do their part to keep it moving at peak efficiency."



After pulling into the port of San Juan, crewmembers from the Mayaguez, an NPR containership, file down the gangway while AB Victor Pacheco stands watch.



Bosun Al Caulder, left, and AB Victor Pacheco are ready to help with the discharging of the Mayaguez, an NPR, Inc. vessel.



While in port, AB Ivan Coraliz disembarks from the Crowley tug Ensign.



SIU member George Santana reports to the Crowley dock.



During a scheduled break, crewmembers aboard NPR's Carolina gather on deck for a photo. From the left are Chief Cook Richard Worobey, AB Efstratios Zoubantis, DEU John E. Funk, Chief Steward Albert Coale Jr., OMU Kim M. Higgins, OMU C. Benzenberg and (kneeling) Wiper Philip A. Morris.



Standing on Crowley Pier 10 prior to the next run for the tug Apache are, from left, Capt. Emerito Rivera, Cook Carlos Roja, Mechanic Pedro Figueroa and 2nd Mate Ted Dodson.



# Danger at Dawn — May 1943 by James M. Smith

At the SIU hall in San Francisco, only a few men showed up during the day to check the rotary shipping board. There were more jobs than there were seamen available. We had been at war for 15 months, and the shipyards were beginning to turn out new ships in ever increasing numbers. I had rested up from the previous voyage (Guadalcanal) so I took the chief electrician job on a brand new C2 cargo ship which was still in the shipyard receiving her finishing touches.

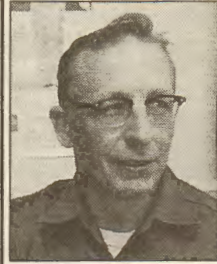
There is a tremendous amount of work to do "debugging" a new ship, and we needed a second electrician, but none were available. I had a younger brother working for General Electric in Ft. Wayne, Ind. I told him if he would be patriotic and join the SIU, he could have a life of romance and adventure on the high seas. Like so many other midwest farm boys at the time, he fell for it and joined me on the ship. (Later, after the five Sullivan brothers were lost on a Navy ship, there was a regulation that prohibited brothers from sailing together.)

Our new ship was the *SS Typhoon*, operated for the WSA (War Shipping Administration) by the Mississippi Steamship Co. (Delta Line). We were operating out of the port of San Francisco in support of our forces in the South Pacific. We could carry 10,000 tons of cargo at a cruising speed of 16 knots. Our armament consisted of a 5-inch gun aft, four 3-inch anti-aircraft guns and four twin-mount 20 mm Oerlikons. Our SIU crew was supplemented by a Navy armed guard of 20 men under a USN reserve officer. All our guns were on local control, but our gun crews trained constantly and made up in enthusiasm what we lacked in fire control equipment.

We had sailed in convoy to Espirito Santo in the New Hebrides and delivered our cargo of supplies to "Button"—the supply base for the Marines fighting their way up the Solomon Islands from Guadalcanal. After stopping at Noumea, New Caledonia for bunkers, we were ordered back to San Francisco where they planned to convert our cargo ship to a troop transport. There were no combat vessels available for escort duty because of the Navy's losses during the recent sea battles, so we proceeded alone, making frequent course changes to avoid being tracked by any enemy submarine.

During wartime combat operations, contact with enemy forces sometimes results in long drawn-out slugging matches with heavy casualties. At other times, there are short, sharp clashes with inconclusive results and few, if any, casualties. In World War II, the men of the U.S. merchant marine suffered a larger percentage of casualties than any of the services except the Marine Corps. Not

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



James M. Smith

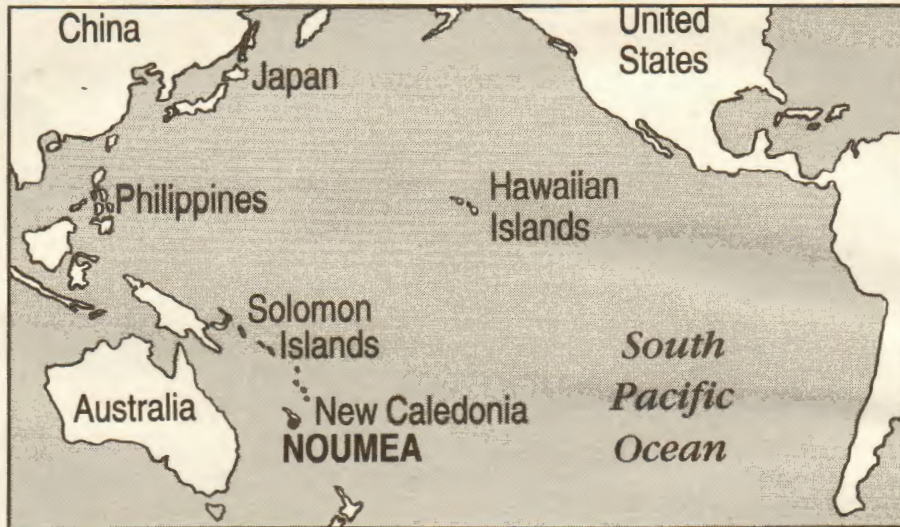
*That was also the year that Nazi Germany attacked Poland—and so the European buildup for World War II was well under way. While in the Marines, Smith had studied basic electricity and was well situated to take the U.S. Commerce Department exam for a merchant mariner's electrician's endorsement. (The Commerce Department handled merchant marine operations prior*

*to 1981, when jurisdiction was transferred to the Transportation Department.)*

*Brother Smith continued to sail in the merchant marine during WWII, the Korean conflict and the early part of the Vietnam War.*

*In this dramatic retelling of his merchant ship's encounter with a Japanese submarine, Brother Smith refers to the five Sullivan brothers. These were five members of the same family serving in the U.S. Navy. The brothers were sailors aboard the USS Juneau when it was sunk November 12, 1942 during the Battle of Guadalcanal. All five brothers lost their lives, leading the Navy to issue an order that members of the same family could not serve together.*

*The Seafarers LOG, in its September and October 1994 editions, ran portions of Smith's WWII diary dealing with merchant marine operations around Guadalcanal.*

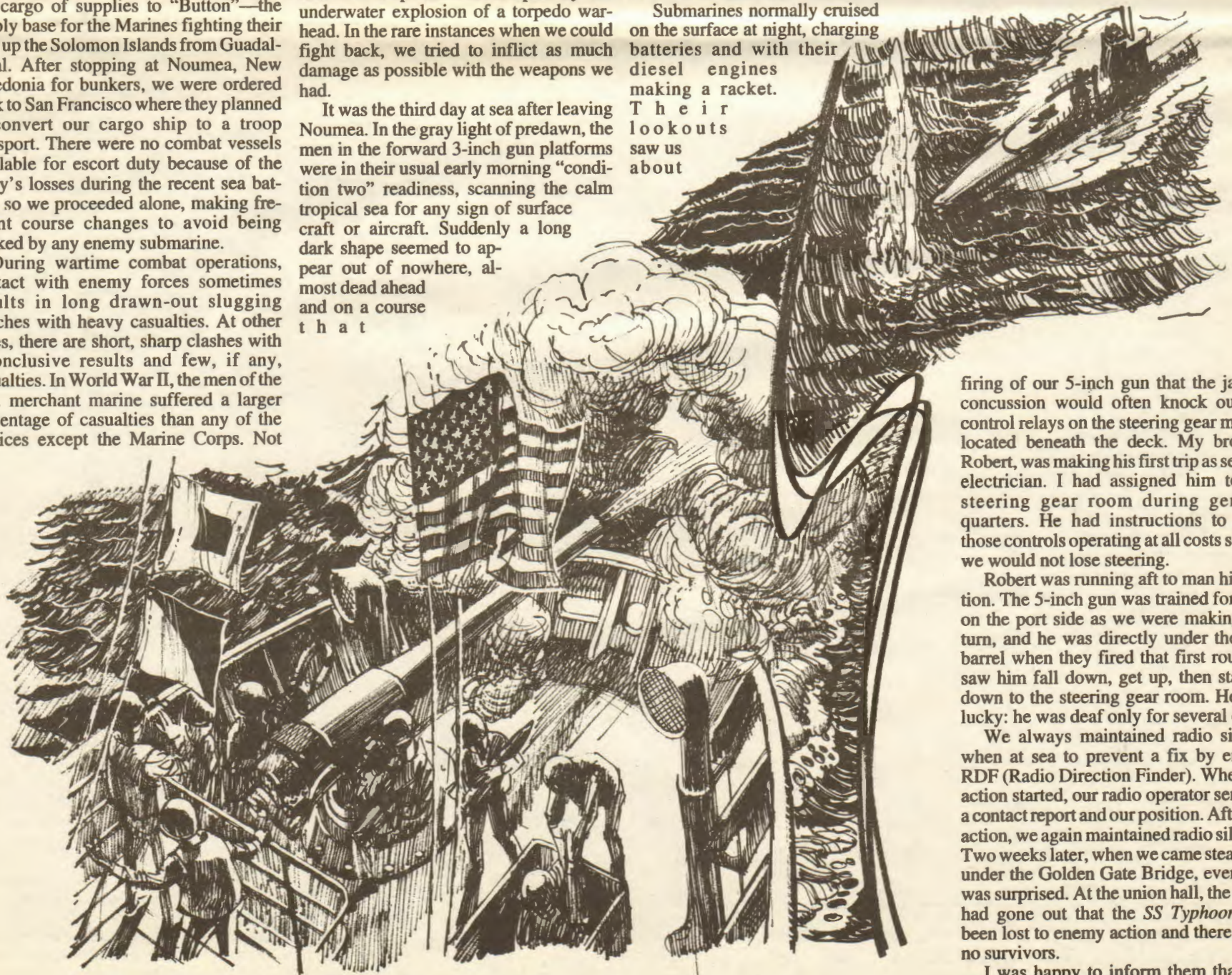


that we couldn't fight, but due to the nature of submarine warfare, we seldom saw our enemy or even knew of his presence until our ship was blown apart by the underwater explosion of a torpedo warhead. In the rare instances when we could fight back, we tried to inflict as much damage as possible with the weapons we had.

It was the third day at sea after leaving Noumea. In the gray light of predawn, the men in the forward 3-inch gun platforms were in their usual early morning "condition two" readiness, scanning the calm tropical sea for any sign of surface craft or aircraft. Suddenly a long dark shape seemed to appear out of nowhere, almost dead ahead and on a course t h a t

would take it across our bow. Those of us still sleeping were jolted awake by our call to "general quarters" and the mad scramble to man our stations.

Submarines normally cruised on the surface at night, charging batteries and with their diesel engines making a racket. Their lookouts saw us about



the same time we saw them, and they started to come hard right. Our 3-inch gun crews immediately opened fire as we also started a hard turn to starboard. We wanted to bring our 5-inch gun to bear, and also the stern of our ship would make a smaller target.

On the submarine, the gun crew came tumbling out of the hatch and started to man their big 6-inch deck gun on the foredeck, but at that time the first round from our 5-inch gun went whooshing by them and splashed just beyond their boat. The second round was just a little short. We had them bracketed!

By now, both ships had completed their turn and were in line astern, about 2,000 yards apart. Even with the bow-on silhouette of the sub and the dim light, our gun crews were putting some shells close aboard their boat. The enemy submarine commander must have decided it was a losing proposition. I'm sure he didn't want to get a hole punched in his boat so he couldn't submerge with our aircraft in the area. He recalled the deck gun crew and they did a crash dive. The whole action had taken only a few minutes.

Aboard the *Typhoon*, we immediately executed that classic maneuver to get us out as quickly as possible. We opened all the nozzles on the turbine and were soon up to maximum speed and out of range. After all, they were armed with torpedoes and a 6-inch gun that had a longer range than ours, so retreat was in order. We often wondered if we actually did get any hits on their submarine, but we felt we had done well under the circumstances. However, in any engagement with the enemy, it is only the registered hits that count.

**After-action report:** As chief electrician, I had noticed during practice

firing of our 5-inch gun that the jarring concussion would often knock out the control relays on the steering gear motors located beneath the deck. My brother, Robert, was making his first trip as second electrician. I had assigned him to the steering gear room during general quarters. He had instructions to keep those controls operating at all costs so that we would not lose steering.

Robert was running aft to man his station. The 5-inch gun was trained forward on the port side as we were making our turn, and he was directly under the gun barrel when they fired that first round. I saw him fall down, get up, then stagger down to the steering gear room. He was lucky: he was deaf only for several days.

We always maintained radio silence when at sea to prevent a fix by enemy RDF (Radio Direction Finder). When the action started, our radio operator sent out a contact report and our position. After the action, we again maintained radio silence. Two weeks later, when we came steaming under the Golden Gate Bridge, everyone was surprised. At the union hall, the word had gone out that the *SS Typhoon* had been lost to enemy action and there were no survivors.

I was happy to inform them that our demise had been somewhat exaggerated.



# Dispatchers' Report for Deep Sea

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

JUNE 16 — JULY 15, 1995

Port	DECK DEPARTMENT									
	Class A	Class B	Class C	Class A	Class B	Class C	Trip Reliefs	Class A	Class B	Class C
New York	33	39	4	20	18	2	6	61	54	7
Philadelphia	3	7	1	2	3	0	1	5	6	3
Baltimore	7	14	0	5	6	0	2	9	18	1
Norfolk	6	12	7	13	9	8	6	20	20	9
Mobile	14	16	0	6	13	0	2	16	26	2
New Orleans	28	22	3	25	16	0	13	38	46	11
Jacksonville	29	20	1	23	20	3	10	55	30	5
San Francisco	21	17	3	9	16	0	12	51	45	5
Wilmington	12	24	4	12	4	3	4	27	44	8
Seattle	27	16	4	22	13	2	16	50	45	6
Puerto Rico	9	4	0	7	4	0	1	17	5	6
Honolulu	7	17	5	3	9	2	6	9	28	12
Houston	25	30	5	15	31	4	12	45	37	12
St. Louis	3	2	0	3	1	0	1	2	3	0
Piney Point	2	2	0	3	4	0	0	1	3	1
Algonac	0	3	0	0	2	0	0	0	3	1
<b>Totals</b>	<b>226</b>	<b>245</b>	<b>37</b>	<b>168</b>	<b>169</b>	<b>24</b>	<b>92</b>	<b>406</b>	<b>413</b>	<b>89</b>

Port	ENGINE DEPARTMENT									
	Class A	Class B	Class C	Class A	Class B	Class C	Trip Reliefs	Class A	Class B	Class C
New York	23	22	3	10	11	1	8	44	34	6
Philadelphia	5	5	0	3	4	0	0	4	8	0
Baltimore	5	5	1	2	3	0	3	4	9	2
Norfolk	8	7	2	6	6	2	5	12	15	5
Mobile	7	12	1	8	3	0	1	17	21	1
New Orleans	15	19	4	5	20	2	11	24	27	6
Jacksonville	17	14	1	9	13	2	8	26	27	3
San Francisco	17	18	1	9	5	0	5	27	31	4
Wilmington	14	10	2	6	5	1	3	15	20	8
Seattle	17	14	0	10	12	0	7	26	20	1
Puerto Rico	3	4	1	3	6	1	2	5	3	2
Honolulu	6	15	7	5	10	6	3	6	19	9
Houston	21	17	4	12	10	3	3	30	29	5
St. Louis	1	2	0	0	0	0	0	1	3	0
Piney Point	4	5	0	2	0	0	1	4	8	1
Algonac	1	0	0	1	0	0	0	0	1	0
<b>Totals</b>	<b>164</b>	<b>169</b>	<b>27</b>	<b>91</b>	<b>108</b>	<b>18</b>	<b>60</b>	<b>245</b>	<b>275</b>	<b>53</b>

Port	STEWARD DEPARTMENT									
	Class A	Class B	Class C	Class A	Class B	Class C	Trip Reliefs	Class A	Class B	Class C
New York	17	14	1	15	5	1	8	33	22	0
Philadelphia	1	2	0	3	0	0	0	0	3	1
Baltimore	0	2	0	2	3	0	2	1	1	0
Norfolk	1	5	1	5	5	0	1	5	10	2
Mobile	8	4	1	6	3	0	1	12	9	2
New Orleans	9	6	1	7	9	0	5	15	16	2
Jacksonville	13	5	3	7	5	3	8	22	9	4
San Francisco	28	9	0	20	1	1	8	57	20	2
Wilmington	12	9	1	6	0	1	5	24	13	2
Seattle	20	7	1	10	2	1	10	36	14	1
Puerto Rico	5	2	0	5	1	0	3	8	2	0
Honolulu	13	6	6	5	1	2	1	17	16	12
Houston	14	8	1	5	3	0	1	29	14	1
St. Louis	2	0	0	1	0	0	0	2	0	0
Piney Point	4	4	1	2	2	0	1	6	8	1
Algonac	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>147</b>	<b>83</b>	<b>17</b>	<b>99</b>	<b>40</b>	<b>9</b>	<b>54</b>	<b>267</b>	<b>157</b>	<b>30</b>

Port	ENTRY DEPARTMENT									
	Class A	Class B	Class C	Class A	Class B	Class C	Trip Reliefs	Class A	Class B	Class C
New York	4	34	11	2	15	1	0	18	69	27
Philadelphia	1	3	1	1	3	0	0	1	2	1
Baltimore	0	5	3	0	3	0	0	1	11	8
Norfolk	0	12	12	1	16	9	0	2	12	27
Mobile	1	13	2	1	3	0	0	1	36	2
New Orleans	4	13	13	3	16	3	0	7	33	26
Jacksonville	3	13	5	2	9	6	0	3	29	15
San Francisco	10	18	7	2	7	1	0	23	42	21
Wilmington	7	17	16	2	6	2	0	12	32	32
Seattle	4	20	4	4	11	1	0	13	36	18
Puerto Rico	3	6	6	1	3	0	0	9	10	14
Honolulu	8	48	72	5	8	5	0	13	83	151
Houston	4	17	7	0	12	1	0	5	27	10
St. Louis	0	3	1	0	1	1	0	0	2	0
Piney Point	0	10	3	0	14	0	0	1	23	3
Algonac	0	0	0	0	0	0	0	0	2	0
<b>Totals</b>	<b>49</b>	<b>232</b>	<b>163</b>	<b>24</b>	<b>127</b>	<b>30</b>	<b>0</b>	<b>109</b>	<b>449</b>	<b>355</b>

<b>Totals All Departments</b>	<b>586</b>	<b>729</b>	<b>244</b>	<b>382</b>	<b>444</b>	<b>81</b>	<b>206</b>	<b>1,027</b>	<b>1,294</b>	<b>527</b>
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\* "Total Registered" means the number of Seafarers who actually registered for shipping at the port.  
 \*\* "Registered on Beach" means the total number of Seafarers registered at the port.

## September & October 1995 Membership Meetings Deep Sea, Lakes, Inland Waters

**Piney Point**  
 Tuesday, September 5\*; Monday, October 2  
 \*changed by Labor Day holiday

**New York**  
 Tuesday: September 5, October 3  
**Philadelphia**  
 Wednesday: September 6, October 4

**Baltimore**  
 Thursday: September 7, October 5

**Norfolk**  
 Thursday: September 7, October 5

**Jacksonville**  
 Thursday: September 7, October 5

**Algonac**  
 Friday: September 8, October 6

**Houston**  
 Monday: September 11, October 9

**New Orleans**  
 Tuesday: September 12, October 10

**Mobile**  
 Wednesday: September 13, October 11

**San Francisco**  
 Thursday: September 14, October 12

**Wilmington**  
 Monday, September 18, October 16

**Seattle**  
 Friday: September 22, October 20

**San Juan**  
 Thursday: September 7, October 5

**St. Louis**  
 Friday: September 15, October 13

**Honolulu**  
 Friday: September 15, October 13

**Duluth**  
 Wednesday: September 13, October 11

**Jersey City**  
 Wednesday: September 20, October 18

**New Bedford**  
 Tuesday: September 19, October 17

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

### Personals

#### ROBERT GORBEA

Please contact former shipmate George Meshover at 804 Bolton Road, Far Rockaway, NY 11691; or telephone (718) 868-2069.

#### DUDLEY GRANT

Anyone knowing the whereabouts of Dudley Grant is asked to please contact Sam Boykin at 15055 E. Highway 20, C.L. Oaks, CA 95423; telephone (707) 998-1355 — or V. Martin at P.O. Box 855, C.L. Oaks, CA 95423; telephone (707) 998-1012.

#### BOB TOURGESEN

Please get in touch with Jake Karaczynski as soon as possible at the Lundeberg School (P.O. Box 75, Piney Point, MD 20674) or electronically on the Internet. His e-mail address is: passeul@atc.ameritel.net.

### Notices

#### MARINE COOKS & STEWARDS PICNIC

The annual SIU-MCS pot-luck picnic will take place this year on Sunday, September 10 from 12 noon until 5 p.m. at San Bruno City Park (No. 7 area). Members, pensioners, friends and children are welcome. There are plenty of tables, trees and parking spaces available.

#### NEW MEETINGS DATES FOR VA-BASED VETS

The Hampton Roads, Virginia Chapter of the American Merchant Marine Veterans, Wives, Orphans and Survivors now meets on the fourth Thursday of each month, at 7 p.m. in the Veterans' Room of the War Memorial Museum of Virginia, 9285 Warwick Blvd. at Huntington Park in Newport News, Va.

Upcoming meeting dates are as follows: September 28, October 26, November 23, December 28, January 25, February 22. Anyone interested in joining the chapter or attending an upcoming meeting may contact retired SIU member Max Simerly at P.O. Box 5721, Newport News, VA 23605-0721; telephone (804) 247-1656.



**Seafarers International  
Union Directory**

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

**HEADQUARTERS**

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

**ALGONAC**

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

**BALTIMORE**

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

**DULUTH**

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

**HONOLULU**

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

**HOUSTON**

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

**JACKSONVILLE**

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

**JERSEY CITY**

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

**MOBILE**

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

**NEW BEDFORD**

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

**NEW ORLEANS**

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

**NEW YORK**

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

**NORFOLK**

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

**PHILADELPHIA**

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

**PINEY POINT**

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

**PORT EVERGLADES**

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

**SAN FRANCISCO**

350 Fremont St.  
San Francisco, CA 94105  
(415) 543-5855  
Government Services Division  
(415) 861-3400

**SANTURCE**

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

**SEATTLE**

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

**ST. LOUIS**

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

**WILMINGTON**

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

**Dispatchers' Report for Great Lakes**

JUNE 16—JULY 15, 1995

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

Port	DECK DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	10	10	0	50	4	0	35	13
Port	ENGINE DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	9	2	0	35	6	0	16	4
Port	STEWARD DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	6	1	0	15	3	0	8	2
Port	ENTRY DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	15	23	0	0	0	0	33	48
<b>Totals All Departments</b>	<b>0</b>	<b>40</b>	<b>36</b>	<b>0</b>	<b>100</b>	<b>13</b>	<b>0</b>	<b>92</b>	<b>67</b>

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

**Dispatchers' Report for Inland Waters**

JUNE 16 — JULY 15, 1995

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

Region	DECK DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	4	0	0	2	0	0	12	2	0
Gulf Coast	9	6	9	0	2	0	10	6	13
Lakes & Inland Waters	38	0	0	16	0	0	34	0	0
West Coast	2	1	7	23	4	8	8	5	22
<b>Totals</b>	<b>53</b>	<b>7</b>	<b>16</b>	<b>41</b>	<b>6</b>	<b>8</b>	<b>64</b>	<b>13</b>	<b>35</b>
Region	ENGINE DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	5	0	0	4	0	0	3	1	1
Gulf Coast	1	0	0	0	0	0	1	0	0
Lakes & Inland Waters	9	0	0	7	0	0	17	0	0
West Coast	0	0	0	0	0	0	0	0	1
<b>Totals</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>1</b>	<b>2</b>
Region	STEWARD DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	1	0	0	0	0	0	4	0	0
Gulf Coast	0	0	0	0	0	1	2	2	0
Lakes & Inland Waters	2	0	0	1	0	0	11	0	0
West Coast	0	0	2	0	0	1	0	0	12
<b>Totals</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>2</b>	<b>12</b>
<b>Totals All Departments</b>	<b>71</b>	<b>7</b>	<b>18</b>	<b>53</b>	<b>6</b>	<b>10</b>	<b>102</b>	<b>16</b>	<b>49</b>

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

**Are You Missing Important Mail?**

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

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)

8/95

Name \_\_\_\_\_

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

Address \_\_\_\_\_

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

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

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



The growing ranks of SIU pensioners has been increased by 25 Seafarers who have ended their careers as merchant mariners.

Thirteen of the union brothers signing off this month shipped in the deep sea division. Five sailed the inland waterways, six worked on Great Lakes vessels and one was a member of the Railroad Marine Division.

Twelve of the retiring Seafarers served in the U.S. military—eight in the Army, three in the Navy and one in the Air Force.

Among those joining the ranks of retirees, **John A. Hamot** graduated from the bosun recertification course and **Clyde A. Kreiss** completed the steward recertification program at the Lundeberg School in Pincy Point, Md. The oldest retiring members are **Hamit, 72, Domingo Milla, 71, and Glenn W. Reynolds** at 70.

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

**DEEP SEA**



**DESAL W. BARRY SR., 65,** began sailing with the Seafarers in 1947 from the port of New York.

The Texas native shipped as a member of the deck department. From 1952 to 1954, he served in the U.S. Army. Brother Barry makes his home in California.

**HALIM Y. HAM-BOUZ, 68,** started sailing with the union in 1954 from the port of New York.



He was a member of the engine department and upgraded to QMED at the Lundeberg School in Pincy Point, Md. Born in Egypt, Brother Hambouz now makes his home in New York.

**JOHN A. HAMOT, 72,** joined the Seafarers in 1963 in the port of New York. The deck department member upgraded at the Lundeberg School in Pincy Point, Md. and completed the bosun recertification program there in 1983. Brother Hamot continues to live in his home state of Massachusetts.



**CLYDE A. KREISS, 66,** began sailing with the Seafarers in 1945 from the port of New York.

Brother Kreiss shipped in the steward department and completed the steward recertification program in 1980 at the Lundeberg School. Born in Illinois, he now resides in Texas.

**The SIU Wishes Our New Pensioners  
The Wind to Their Backs and Harbor from Storms**

*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 thank them for jobs well done and wish them happiness and health in the days ahead.*

**ENEDINA L. HATCHL, 66,** joined the Marine Cooks and Stewards in 1968 in the port of San Francisco, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). She sailed in the steward department and upgraded her skills at the Lundeberg School. Born in Texas, Sister Hatchl now lives in New Mexico.

**EARL J. MATH- EWS, 65,** joined the SIU in 1955 in the port of Norfolk, Va. Brother Mathews sailed as a member of the steward department and upgraded at the Lundeberg School. Born in North Carolina, Brother Mathews now resides in Louisiana.



**DOMINGO MILLA, 71,** started his career with the union in 1968 in the port of Seattle. The Hawaii native sailed in both the steward and engine departments and upgraded to QMED at the Lundeberg School. Brother Milla calls California home.

**GLENN W. REY- NOLDS, 70,** graduated from the Andrew Furuseh Training School in 1967 in the port of New York. The North Carolina native sailed as a member of the deck department. A veteran of World War II, he served 20 years in the U.S. Navy, from 1943 to 1963. Brother Reynolds lives in the state of his birth.



**RUDOLPH J. ROMA, 62,** began sailing with the Seafarers in 1962 from the port of Houston.

The Texas native sailed as a member of the engine department. Brother Roma has retired to his native Texas.

**HER- MINIO SER- RANO, 60,** started sailing with the SIU in 1964 in the port of New York. Brother Serrano shipped



as a member of the deck department. From 1957 to 1963, he served in the U.S. Army. Born in New York, Brother Serrano now resides in Puerto Rico.



**EDWIN VIEIRA, 67,** joined the SIU in 1945 in the port of New York. The Massachusetts native shipped in the steward department and upgraded at the Lundeberg School. He served in the U.S. Army from 1953 to 1955. Brother Vieira currently lives in Louisiana.

**HAROLD T. WRIGHT, 65,** started his career with the union in 1969 in the port of Tampa, Fla. During his sailing career, he shipped in all three departments: deck, engine and steward. From 1950 to 1954, he served in the U.S. Navy. Born in Ohio, Brother Wright now resides in Florida.

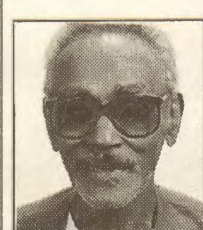


**IGNACIO ZABALA, 62,** joined the Seafarers in 1976 in the port of New York. Brother

Zabala sailed as a member of the engine department. Born in Spain, he now makes his home in New Jersey.

**INLAND**

**VINCENT BARCO, 56,** joined the union in 1983 in the port of New Orleans. He sailed as a member of the deck department. Born in Cuba, Boatman Barco has retired to Florida.



**CHARLES A. CHINN, 67,** started his career with the Seafarers in 1980 in the port of New Orleans.

The Tennessee native sailed in the engine department. From 1946 to 1949, he served in the U.S. Army as a member of the Army Band. Boatman Chinn calls his birth state home.

**EDWARD W. HULTZ, 62,** began sailing with the SIU in 1957 from the port of Philadel-

phia. Boatman Hultz sailed in the deck department and upgraded at the Lundeberg School. He secured his pilot's license and advanced in the deck department from mate to captain. From 1953 to 1955, he served in the U.S. Army. A native of New Jersey, Boatman Hultz continues to live there.



**THOMAS L. KEILL, 62,** started his career with the Seafarers in 1974 in the port of Houston. As a licensed operator, Boatman Keill sailed as a captain and completed the vessel operator management and safety course in 1976 at the Lundeberg School. From 1949 to 1953, he served in the U.S. Air Force. Born in Texas, Boatman Keill makes his home in Louisiana.



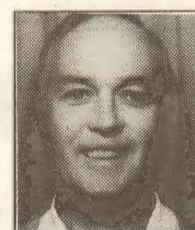
**ROBERT E. MUR- RAY, 58,** started sailing with the union in 1960 in the port of Philadel-

phia. Licensed as a pilot, Boatman Murray advanced in the deck department from mate to captain. Born in Pennsylvania, Boatman Murray now resides in Delaware.

**GREAT LAKES**

**JOHN P. BYRNE, 62,** joined the Seafarers in 1961 in the port of Chicago.

The Illinois native sailed in the deck department. From 1953 to 1955, he served in the U.S. Army. Brother Byrne continues to live in Illinois.



**JOHN G. FRANKO- VICH, 62,** joined the SIU in 1958 in the port of Detroit as a member of the Great

Lakes division. The engine department Seafarer helped in several organizational drives on the Lakes. He served in the U.S. Army from 1953 to 1955. A native of Michigan, Brother Frankovich continues to live in his home state.

**WILLIAM L. LEHTO, 52,** started his career with the union in 1969 in the port of Detroit. Brother Lehto began

working in the Great Lakes division and last sailed aboard the *Kinsman Independent* as a member of the engine department. Brother Lehto has retired to his native Minnesota.



**CORLISS J. MacRURY, 68,** joined the Seafarers in 1981 in the port of Algonac,

Mich. A native of Michigan, Sister MacRury sailed in the steward department and upgraded regularly at the Lundeberg School. She continues to live in Michigan.

**JOSEPH W. MCKENNA, 62,** joined the SIU in 1959 in the port of Cleveland.

The Ohio native sailed as a member of the deck department. From 1952 to 1954, he served in the U.S. Army. Brother McKenna has retired to his native Ohio.



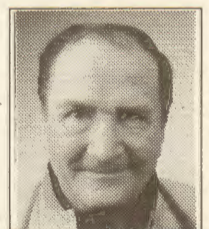
**EGIL G. SOREN- SEN, 65,** joined the union in 1964 in the port of Detroit. Brother

Sorensen shipped in the engine department and upgraded to QMED at the Lundeberg School. Born in Norway, Brother Sorensen has retired to Maine.

**RAILROAD MARINE**

**STEPHEN J. HER- NICK JR., 63,** started his career with the SIU in 1983 in the port of New York.

Brother Hernick sailed as a member of the deck department and worked primarily for New York Cross Harbor Railroad. From 1950 to 1954, he served in the U. S. Navy. Born and raised in New Jersey, Brother Hernick continues to make his home there.



**For Job Security  
and the Future  
of the  
Maritime  
Industry**

**DONATE  
TO  
SPAD**



# Seafarers Keep Global Link Well Primed

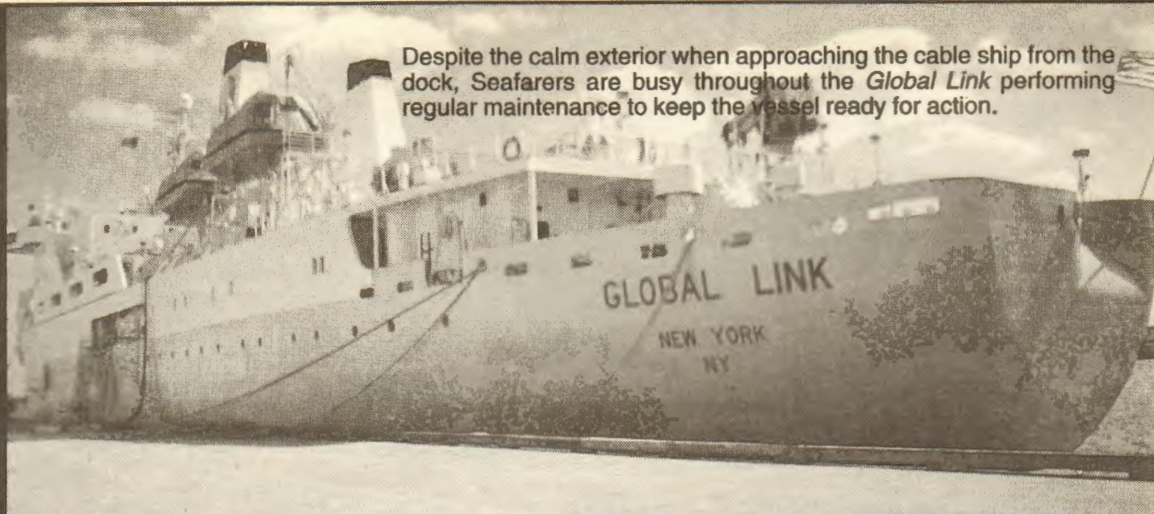
Seafarers aboard the *Global Link* have plenty to do. It does not matter if the ship is at sea and crewmembers are laying or repairing cables or if the vessel is docked in Baltimore and the crew is performing routine maintenance.

The cable ship, which began sailing in 1991, is kept ready for immediate action by SIU members on board. Some of the deck department crew can be found chipping and painting, while others are busy greasing the cranes used to load miles of cable into the ship's hull. Engine department Seafarers monitor the vessel's diesel motors and thrusters to keep them at peak performance. In between feeding the crewmembers, the galley gang makes sure the *Global Link* has the needed stores on board for an immediate departure.

"We never know when or where the company will send us," noted Bosun **Jose Gomez**, a 22-year SIU member who sails from the port of Baltimore. "We always have to be ready to go at minimum notice."

That minimum notice can be as little as 24 hours, according to Chief Steward **Gregory Melvin**, who is from Jacksonville, Fla. "We are always ready to go," he added.

The *Global Link* is operated by Transoceanic Cable Ship Company, a subsidiary of AT&T. Other SIU-crewed vessels within the Transoceanic fleet are the *Charles Brown*, *Long Lines*, *Global Sentinel* and *Global Mariner*.



Despite the calm exterior when approaching the cable ship from the dock, Seafarers are busy throughout the *Global Link* performing regular maintenance to keep the vessel ready for action.



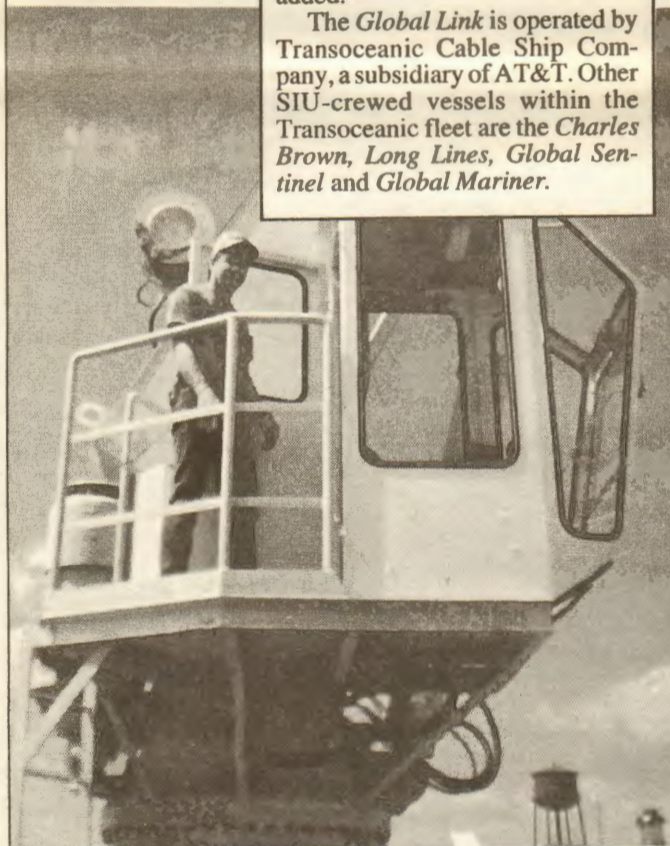
Directing crane operations on the deck of the cable ship is Bosun **Jose Gomez**.



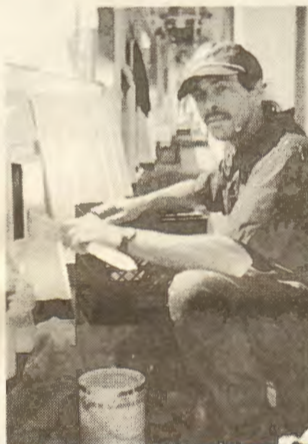
Cable AB Splicer/Joiner **Sandra Deeter-McBride** prepares a pad eye for painting.



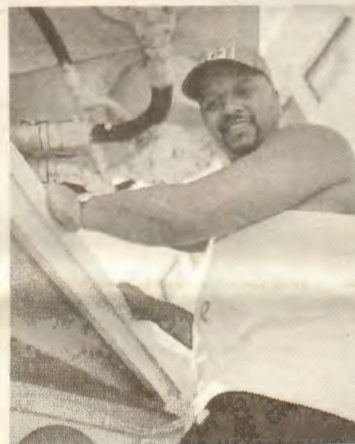
Applying a coat of paint to a vent is Cable AB Splicer/Joiner **Joseph Cosentino**.



Climbing into the operator's cab of a shipboard crane is Bosun Mate **James Jerscheid**.



Painting on the deck of the ship is Cable AB **Dave Scott**.



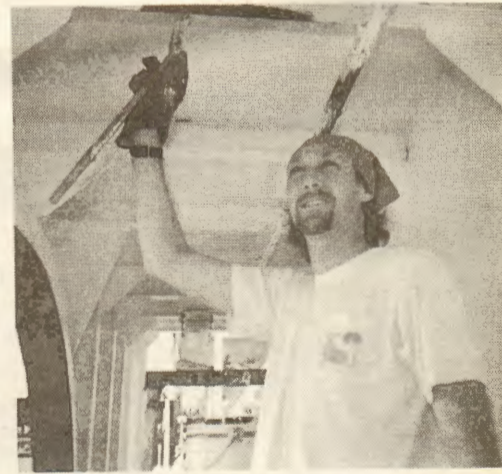
OS **Melvin Singletary** sougees grease from an onboard crane.



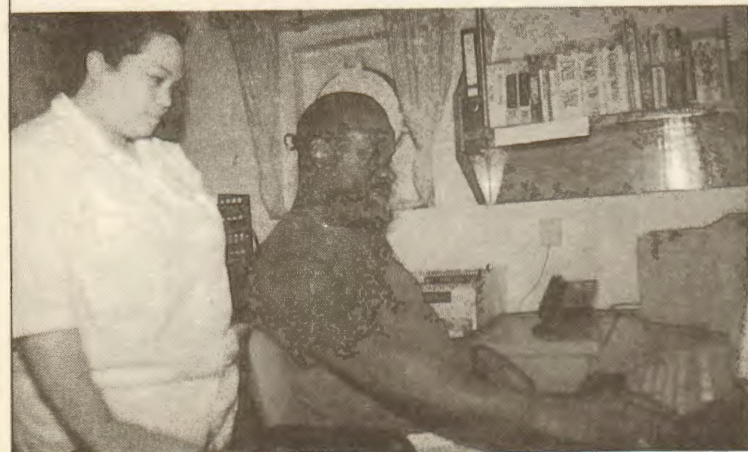
AB **Walter Oswald** takes careful aim to knock out a bolt in a vent.



OMU **Shannon Wilson** (left) discusses a contract matter with Baltimore Patrolman **Dennis Metz**.



AB **John McLaurin** keeps the overhead looking bright on the *Global Link*.



Chief Cook **Lanette Lopez** and Chief Steward **Gregory Melvin** inventory the ship's stores.



Cable AB Splicer/Joiner **Richard Borden** proves you can sit down on the job.



Preparing one of his dessert specialties for the crew of the *Global Link* is Second Cook **Dan Wehr**.



## Digest of Shipboard Union 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.

**PFC EUGENE A. OBREGON** (Waterman Steamship), April 30—Chairman **Henry Bouganim**, Secretary **Patrick Helton**, Educational Director **Charles Clackley**, Deck Delegate **Edward J. Gerena**, Engine Delegate **Ronald F. Lucas**, Steward Delegate **Leslie Davis**. Educational director urged members to upgrade at Piney Point and reminded QMEDs who work with refrigeration materials to take refrigeration handling course at Paul Hall Center. No beefs or disputed OT reported.

**LIBERTY SEA** (Liberty Maritime), May 18—Chairman **William Haynie**, Secretary **E. Harris**, Educational Director **Richard Parker**, Deck Delegate **James Brinks**, Engine Delegate **Nelson Lazo**, Steward Delegate **Malcolm Holmes**. Chairman noted patrolman to meet ship in Corpus Christi, Texas for payoff. Secretary advised crewmembers to take advantage of upgrading courses offered at Lundeberg School. Educational director stressed importance of upgrading and donating to SPAD. Disputed OT and beefs reported by deck and engine delegates. No beefs or disputed OT reported by steward delegate. Crew requested new deck gear. Chairman reminded crew of safety procedures aboard ship. Crew extended vote of thanks to steward department for good meals and service.

**SEA-LAND EXPRESS** (Sea-Land Service), May 28—Chairman **Ernest Duhon**, Secretary **George Bryant**, Educational Director **Brett Landis**, Deck Delegate **John Kelley**, Engine Delegate **David Ali**, Steward Delegate **Reynaldo Telmo**. Crew discussed problems associated with shore-based transportation in Singapore. Educational director reminded crewmembers of tanker operations course at Piney Point. Treasurer reported \$1,000 in movie fund. No beefs or disputed OT reported. Chairman gave special vote of thanks to all departments for job well done. Next port: Tacoma, Wash.

**SEA-LAND SHINING STAR** (Sea-Land Service), May 30—Chairman **Giovanni Vargas**, Secretary **Robert Hess**, Educational Director **Paul Titus**, Deck Delegate **David Kalm**, Engine Delegate **Enrique Gonzalez**, Steward Delegate **Gary Lackey**. Secretary discussed importance of SPAD in upcoming elections and asked crewmembers for support in all union activities. No beefs or disputed OT reported. Crew voiced strong vote of thanks to galley gang for job well done. New crewmembers, Messman **Gary Boyd** and Wiper **Christopher Duffy**, commended for excellent performance of duties. Crew asked steward department to add more variety to menus. Next port: Elizabeth, N.J.

**CHARLESTON** (Apex Marine), June 22—Chairman **Anthony Maben**, Secretary **German Rios**, Educational Director **Moses Mikens**, Deck Delegate **Juan Ayala**. Chairman announced payoff upon arrival in port. Secretary advised crew to write congressmen and ask them to stop U.S.-flag vessels from reflagging. Educational director urged members to upgrade at Paul Hall Center and take tanker operations course.

No beefs or disputed OT reported. Next port: Charleston, S.C.

**HUMACAO** (NPR, Inc.), June 7—Chairman **Clarence Pryor**, Secretary **F.T. DiCarlo**, Educational Director **Ron Smith**, Steward Delegate **R.F. Lacy**. Deck delegate reported disputed beef. No beefs or disputed OT reported by engine and steward delegates. Crew discussed setting up ship's fund. Crew gave vote of thanks to steward department for excellent menus. Next port: San Juan, P.R.

**LAWRENCE H. GIANELLA** (Ocean Shipholding), June 11—Chairman **Henry G. Bentz**, Secretary **Kevin L. Marchand**, Educational Director **Henry Hall**, Deck Delegate **Jon Weaver**, Steward Delegate **Ronnie Hall**. Chairman announced captain replacing old couches in crew lounge with those from officers' lounge. Crew requested new radio. Bosun encouraged crew to upgrade at Piney Point and read *Seafarers LOG*. Chairman noted excellent union leadership provided by SIU President **Michael Sacco** and urged members to donate to SPAD. Treasurer reported \$183 in ship's fund. No beefs or disputed OT reported. Bosun announced parts for dryer on order and will be received in next port. Steward delegate asked crewmembers signing off to clean rooms for next occupant. Crew extended thanks to galley gang for great food and spectacular desserts. Chairman concluded meeting by reminding crew that SPAD is the key to keeping maritime industry alive. Next port: Manchester, Wash.

### Delegates Stress Political Action

*Charleston — Secretary urged crew to write to elected officials about the need for a U.S.-flag merchant fleet.*

*Sea-Land Shining Star — Secretary discussed importance of donating to SPAD so maritime issues will be raised in upcoming elections.*

*Lawrence H. Gianella — Chairman reminded crew that SPAD is the key to keeping the maritime industry alive.*

*Sea-Land Independence — Crewmembers discussed legislation before Congress affecting the maritime industry.*

**LEADER** (Kirby Tankships), June 4—Chairman **Patrick Rankin**, Secretary **Tamara Hanson**, Educational Director **Richard Gracy**, Deck Delegate **Carson Jordan**, Engine Delegate **Edward Krebs**, Steward Delegate **Arthur Aguinado**. Chairman reported payoff upon arrival in port of New Orleans. Educational director advised crewmembers of importance of taking tanker operations course at Piney

Point. No beefs or disputed OT reported. Crew requested new movies and antenna for TV. Crew discussed poor mail service to ship and commended steward department for job well done.

**LEADER** (Kirby Tankships), June 28—Chairman **Patrick Rankin**, Secretary **C. Bocage**, Educational Director **Richard Gracy**, Deck Delegate **Carson Jordan**, Engine Delegate **Edward Krebs**, Steward Delegate **Arthur Aguinado**. Chairman reported payoff on July 5. Secretary stated job well done by all departments. Educational director advised members to upgrade at Piney Point. No beefs or disputed OT reported. Crew requested new TV for crew lounge.

**MAJOR STEPHEN W. PLESS** (Waterman Steamship), June 23—Chairman **Barnard Hutcherson**, Secretary **S. Sanderson**, Educational Director **M. Ruhl**. No beefs or disputed OT reported. Crew thanked steward department for good food. Deck department thanked by crew for helping other departments, and engine department thanked for keeping engines in excellent condition. Crew requested new mattresses.

**SAM HOUSTON** (Waterman Steamship), June 18—Chairman **Bobby Reddick**, Secretary **Robert Bright**, Educational Director **E.E. Neathey**, Engine Delegate **C.H. Kennedy**. Educational director discussed upgrading opportunities available to members at Lundeberg School. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew thanked galley gang for excellent meals.

**SAMUEL L. COBB** (Ocean Shipholding), June 18—Chairman **Gus Koutouras**, Secretary **Danny Brown**, Educational Director **Russell Kindred**, Deck Delegate **Mike Brown**, Engine Delegate **George Mardones**, Steward Delegate **Thomas Barrett**. Chairman and crew discussed faxing Vice President **Contracts Augie Tellez** contract-related questions. Secretary noted importance of donating to SPAD. Educational director encouraged members to take advantage of upgrading opportunities at Paul Hall Center. Some beefs reported in all three departments. Bosun extended vote of thanks to galley gang for clean house. He reminded crew to be considerate of each other and to keep noise down in passageways. Crewmembers observed moment of silence for departed SIU brothers and sisters.

**SEA-LAND DISCOVERY** (Sea-Land Service), June 4—Chairman **Nelson Sala**, Secretary **Jose Colls**, Educational Director **Ruben Velez**, Deck Delegate **Kenneth Stainer**, Engine Delegate **Johnny O'Neill**, Steward Delegate **Cosme Radames**. Chairman reported new washing machine and TV set received. He advised crew ship will sail from San Juan, P.R. via Panama Canal to West Coast June 29. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegate. Bosun noted ship will run from Long Beach, Calif., Oakland, Calif. and Honolulu. Crew commended steward department for good food and clean ship. Next port: Elizabeth, N.J.

**SEA-LAND ENTERPRISE** (Sea-Land Service), June 23—Chairman **William Lough**, Educational Director **Ray Chapman**, Deck Delegate **Steve Kastel**, Engine Delegate **Eric Frederickson**, Steward Delegate **Cesar Lago**. Educational director urged crew to take advantage of upgrading opportunities available at Lundeberg School. No beefs or disputed OT reported. Bosun noted "No Smoking" signs posted in mess room and crew lounge. Crew discussed creating designated smoking area for those crewmembers who smoke. Crew observed moment of silence for departed SIU brothers and

sisters. Next port: Honolulu.

**SEA-LAND EXPLORER** (Sea-Land Service), June 4—Chairman **Jack Kingsley**, Secretary **William Burdette**, Educational Director **Bozidar Balic**, Deck Delegate **John DeBos**, Engine Delegate **Melvin Layner**, Steward Delegate **D. McGothen**. Chairman announced estimated time of arrival in Long Beach, Calif. Educational director reminded crew importance of upgrading at Piney Point. No beefs or disputed OT reported.

**SEA-LAND INDEPENDENCE** (Sea-Land Service), June 26—Chairman **Carlos Loureiro**, Secretary **William Bragg**, Educational Director **William Drummond**, Deck Delegate **Abdul Hamid**, Engine Delegate **Juan Garcia**, Steward Delegate **Munassa H. Mohamed**. Crewmembers requested second dryer in laundry room. Chairman reported water

**Verner Brash Jr.**, Deck Delegate **Ken Hagar**, Steward Delegate **Daniel Maxie Sr.**. Chairman advised members to upgrade at Piney Point. No beefs or disputed OT reported. Crew discussed flag-out of Sea-Land vessels and gave vote of thanks to union for job well done assisting members who lost jobs due to reflagging. Crew commended steward department for preparing fine menus. At recent safety meeting, chief mate and master thanked deck department for professional job done painting and applying non-skid to deck. Next port: Tacoma, Wash.

**SEA-LAND PACIFIC** (Sea-Land Service), June 5—Chairman **Lothar Reck**, Secretary **George Bronson**, Educational Director **Lorance Pence**, Deck Delegate **Pamela Taylor**, Engine Delegate **Justin Rodriguez**, Steward Delegate **Charli Atkins**. Chairman encouraged crew to donate to

### A Patriotic Meal



Crewmembers report the food is always great aboard the *OMI Patriot*, but for the Independence Day holiday, Steward **Robert David** (left), Chief Cook **Joseph Patrick** and SA **Tracy Blinich** went one step further to provide crewmembers with a truly memorable feast—from pineapple-covered ham and roasted potatoes to home-baked desserts and fresh fruit.

cooler in crew lounge repaired. He announced payoff in Long Beach, Calif. and thanked entire crew for efforts during recent voyage. He gave special vote of thanks to deck department for hard work. Secretary reminded crew to attend tanker operations course at Lundeberg School as soon as possible. Crew discussed Alaska oil export legislation. Educational director talked about importance of upgrading at Lundeberg School to remain qualified for future. Crew addressed issue of replacing radio in mess hall. No beefs or disputed OT reported. Engine delegate advised crewmembers to be wary of excessive heat in engine room and confined spaces aboard ship. Bosun reminded crew to wear safety belts when warranted. Crew asked steward to order clothes iron. Vote of appreciation given to galley gang for great meals and menus.

**SEA-LAND INNOVATOR** (Sea-Land Service), June 4—Chairman **John Stout**, Secretary **Jose Bayani**, Educational Director **Ernie Ferrera**, Deck Delegate **Jerry Casugay**, Engine Delegate **Lonnie Carter**, Steward Delegate **M. Abuan**. Chairman reported letter from SIU headquarters received and posted. He reminded members to leave room clean and keys with department head. Secretary thanked deck department for maintaining highest safety and sanitation standards aboard ship. Educational director reminded crewmembers to check z-card expiration date. No beefs or disputed OT reported. Crew thanked galley gang for good meals. Next port: Long Beach, Calif.

**SEA-LAND NAVIGATOR** (Sea-Land Service), June 26—Chairman **Steve Copeland**, Secretary **Rick Juzang**, Educational Director

SPAD, noting union needs as much support as members can give. He asked crew to keep crew lounge, mess hall and laundry room clean. Bosun advised crew to read *Seafarers LOG* and to keep current on union affairs. He reminded crew to check in with immigration and customs upon arrival in port and meet with patrolman on board before payoff. Educational director advised crew of importance of upgrading at Lundeberg School. Treasurer reported \$550 in ship's fund. No beefs or disputed OT reported. Crew thanked steward department for job well done.

**SEA-LAND PERFORMANCE** (Sea-Land Service), June 18—Chairman **Andrew Mack**, Secretary **Gary Griswold**, Educational Director **Daniel Johnson**, Deck Delegate **Jose Ross**, Engine Delegate **Bobby Spencer**, Steward Delegate **Jean Savoie**. Chairman extended thanks to deck and steward departments for jobs well done. Educational director reminded crew all union forms available on ship. No beefs or disputed OT reported. Crew requested contracts department to look into increasing pension benefits. Next port: Boston.

**ULTRAMAX** (Sealift, Inc.), June 26—Chairman **Gerald Westphal**, Secretary **George Maranos**. Chairman commended crew for fine trip. Educational director encouraged members to find time while on beach to upgrade at Paul Hall Center. Disputed OT reported by deck, engine and steward delegates. Bosun reminded crewmembers to clean rooms before signing off and turn in keys. He extended special vote of thanks to entire crew for smooth voyage and job well done.



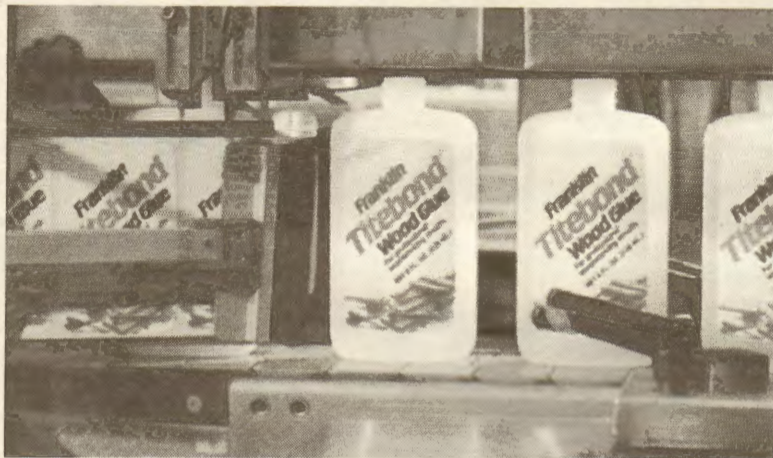


When Seafarers purchase Franklin International products, they not only buy well-made items, but also put their dollars to work for themselves and their fellow trade unionists. The UIW is one of the autonomous affiliates of the SIUNA.

When it was founded in 1935, the Franklin Glue Company had five employees and sold one product. Today, the business (now Franklin International) employs approximately 200 members of the SIU-affiliated United Industrial Workers (UIW) union and markets a wide range of glues and other adhesives throughout the U.S., as well as in Canada, South America and Europe.

UIW members at Franklin's production plant — which covers eight city blocks — handle a wide range of jobs, including mixing raw chemicals to form the different products.

The Seafarers LOG regularly highlights various union-made products.



**Company:** Franklin International

**Products:** Glues for wood, carpet, tile, roofing and common household use. Also caulk, liquid nails, duct sealer and adhesives used on envelopes and food packaging.

**UIW members at Franklin:** Involved in all facets of production and maintenance, including mixing, quality control, labeling, packing, shipping and receiving.

**Distribution:** Worldwide, to both industrial and individual consumers.

**Facilities:** Manufacturing plant and warehouse in Columbus, Ohio.

**That's a fact:** Franklin's products are sold in everything from 2-ounce plastic tubes to 55-gallon drums.

### SUMMARY ANNUAL REPORT FOR SIU PD SUPPLEMENTAL BENEFITS FUND, INC.

This is a summary of the annual report for the SIU Pacific District Supplemental Benefits Fund, Inc. (Employer Identification No. 94-1431246, Plan No. 501) for the year ended July 31, 1994. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The SIU PD Supplemental Benefits Fund, Inc. has committed itself to pay benefit claims incurred under the terms of the Plan.

#### Basic Financial Statement

Benefits under the plan are provided by a trust arrangement. Plan expenses were \$8,415,146. These expenses included \$724,300 in administrative expenses and \$7,690,846 in benefits paid to participants and beneficiaries. A total of 1,850 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$3,092,967 as of July 31, 1994, compared to \$2,965,498 as of the beginning of the plan year. During the plan year, the plan experienced an increase in its net assets of \$127,469. The plan had a total income of \$8,542,615, including employer contributions of \$7,803,355, earnings from investments of \$114,619, receipts from other funds as reimbursement for pro-rata share of joint expenses of \$474,651, and other income of \$149,990. Employees do not contribute to this plan.

#### Your Rights to Additional Information

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

1. An accountant's report,
2. Assets held for investment,
3. Transactions in excess of five (5) percent of the fund assets and
4. Fiduciary information, including transactions between the plan and parties-in-interest (that is, persons who have certain relationships with the plan).

To obtain a copy of the full annual report, or any part thereof, write or call the office of the plan administrator, SIU PD Supplemental Benefits Fund, Inc., 522 Harrison Street, San Francisco, CA 94105; telephone number: (415) 495-6882.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a full annual report from the plan administrator, these two statements will be included as part of that report.

You also have the legally protected right to examine the annual report at the main office of the plan, 522 Harrison Street, San Francisco, CA 94105, and at the U.S. Department of Labor in Washington, DC or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department of Labor should be addressed to: Public Disclosure Room, N4677, Pension and Welfare Benefit Administration, U.S. Department of Labor, 200 Constitution Avenue, NW, Washington, DC 20210.

## Know Your Rights

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

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

**SHIPPING RIGHTS.** A member's shipping rights and seniority are protected exclusively by contracts between the union and

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

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

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

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

**EDITORIAL POLICY — THE SEAFARERS LOG.** The

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

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

**CONSTITUTIONAL RIGHTS AND OBLIGATIONS.** Copies of the SIU constitution are available in all union halls. All members should obtain copies of this constitution so as to familiarize

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

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

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

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

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

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



# Final Departures

## DEEP SEA

### JAMES W. CORCORAN

Pensioner James W. Corcoran, 91, died September 30, 1994. Born in New Hampshire, he began sailing with the Seafarers in 1943 from the port of Norfolk, Va. Brother Corcoran sailed in the deck department. From 1919 to 1921, he served in the U.S. Navy. Brother Corcoran began receiving his pension in April 1970.

### FEDERICO DE LOS REYES



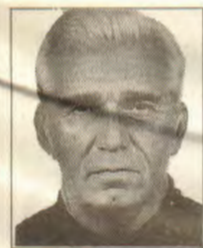
Pensioner Federico De Los Reyes, 93, died May 26. He started his sailing career with the SIU in 1966 in the port of San Francisco. Brother De Los Reyes sailed in the steward department. Born in the Philippines, he started to receive his pension in April 1976.

### ALBERT J. DOTY



Pensioner Albert J. Doty, 82, passed away June 20. Born in Illinois, he began sailing with the SIU in 1941 from the port of Savannah, Ga. Brother Doty was a member of the deck department and completed the bosun recertification program in 1975 at the Lundeberg School in Piney Point, Md. He retired in December 1977.

### HARRY M. FISHER



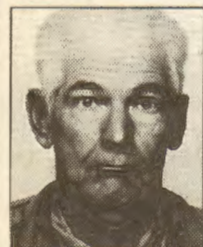
Pensioner Harry M. Fisher, 70, passed away June 1. A native of Alabama, he joined the Seafarers in 1966 in the port of Mobile, Ala. Brother Fisher shipped in the deck department and graduated from the bosun recertification program in 1984 at the Lundeberg School. He retired in November 1991.

### LAWRENCE J. GEIGER



Pensioner Lawrence J. Geiger, 83, died May 15. He began sailing with the Seafarers in 1969 from the port of Norfolk, Mich. Brother Geiger shipped as a member of the steward department. He started out in the Great Lakes division and later transferred to the union's deep sea division. A native of Wisconsin, Brother Geiger began receiving his pension in October 1978.

### THEODORE M. HENKLE



Pensioner Theodore M. Henkle, 68, passed away June 19. Born in Oregon, he joined the SIU in 1950 in the port of New York. Brother Henkle sailed in the deck department. From 1945 to 1946, he served in the U.S.

Army. Brother Henkle retired in June 1989.

### RALPH HERNANDEZ



Pensioner Ralph Hernandez, 87, died June 27. He started sailing with the union in 1944 in the port of San Juan, P.R. Brother Hernandez shipped in the steward department and last sailed as a chief steward. A native of Puerto Rico, he started to receive his pension in November 1973.

### DYER JONES



Pensioner Dyer Jones, 84, passed away June 5. A native of Virginia, he began sailing with the SIU in 1957 from the port of Norfolk, Va. Brother Jones shipped in the steward department and twice upgraded his skills at the Lundeberg School. From 1941 to 1945, he served in the U.S. Army. Brother Jones retired in July 1978.

### MAXIM D. JORAT



Maxim D. Jorat, 87, died October 13, 1994. Born in France, he joined the Marine Cooks and Stewards in 1968 in the port of San Francisco, before that union merged with the SIU's Atlantic Gulf, Lakes and Inland Waters District (AGLIWD). He retired during the 1970s.

### MICHAEL H. KIYABU



Michael H. Kiyabu, 43, passed away January 24. Born in Hawaii, he joined the Seafarers in 1985 in Piney Point, Md. after completing the Lundeberg School's training course for entry level seamen. Brother Kiyabu sailed in the deck department and upgraded at the Lundeberg School.

### HERBERT J. LAICHE



Pensioner Herbert J. Laiche, 81, died June 18. A native of Louisiana, he started his career with the SIU in 1951 in the port of Norfolk, Va. Brother Laiche sailed in the steward department. The World War II veteran served in the U.S. Army from 1942 to 1945. He began receiving his pension in August 1977.

### RAFAEL L. LUGO



Pensioner Rafael L. Lugo, 51, passed away June 24. Brother Lugo joined the union in 1967 after graduating from the

Lundeberg School's training course for entry level seamen. He sailed in the deck department and upgraded at the Lundeberg School. From 1965 to 1967 he served in the U.S. Army. Brother Lugo retired in July 1994.

### FRANK OCASIO



Pensioner Frank Ocasio, 86, died March 6. Born in Puerto Rico, he started his sailing career with the SIU in 1959 in the port of Tampa, Fla. Brother Ocasio shipped in the deck department. He served in the U.S. Army from 1943 to 1945. Brother Ocasio began receiving his pension in February 1977.

### RENE ORIANO

Rene Oriano, 64, died May 23. A native of Guatemala, he began sailing with the Seafarers in 1968 from the port of New Orleans. Brother Oriano sailed in the steward department.

### STEPHEN PIATAK



Pensioner Stephen Piatak, 78, passed away June 19. A native of Pennsylvania, he started his career with the SIU in 1966 in the port of New York. Brother Piatak sailed in the steward department and graduated from the steward recertification course in 1982 at the Lundeberg School. He served in the U.S. Army from 1941 to 1942. Brother Piatak retired in January 1985.

### JUNEST P. PONSON



Pensioner Junest P. Ponson, 74, died May 6. Brother Ponson joined the union in 1950 in the port of New Orleans. The Louisiana native sailed in the engine department. He served in the U.S. Coast Guard from 1942 to 1945. Brother Ponson began receiving his pension in April 1982.

### PETE J. REED

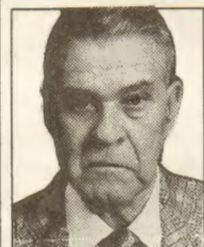


Pete J. Reed, 39, died in an automobile accident on April 27. A native of Maryland, he joined the SIU in 1973 in the port of Piney Point, Md. after completing the Lundeberg School's training course for entry level seamen. Brother Reed sailed in the deck department in both the deep sea and inland divisions and frequently upgraded at the Lundeberg School.

### MELVIN ROBINSON

Melvin Robinson, 83, passed away May 3. A native of Georgia, he began sailing with the Marine Cooks and Stewards before that union merged with the SIU's AGLIWD. Brother Robinson began receiving his pension in June 1975.

### CARLOS RODRIGUEZ



Pensioner Carlos Rodriguez, 69, died April 21. Brother Rodriguez started sailing with the SIU in 1960 in the port of New Orleans. He shipped in the deck department. Born in Costa Rica, Brother Rodriguez retired in March 1988.

### FRANK J. RYLANCE



Pensioner Frank J. Rylance, 78, passed away June 28. Born in Massachusetts, he began his career with the SIU in 1962 in the port of Houston. Brother Rylance sailed in the engine department and began receiving his pension in December 1981.

### AMELIA SATTERTHWAITE



Pensioner Amelia R. Satterthwaite, 97, died May 28. A native of Louisiana, she started sailing with the union in 1952 in the port of New Orleans. Sister Satterthwaite shipped in the steward department. She retired in March 1967.

### LEONARD SUCHOCKI



Pensioner Leonard Suchocki, 71, died March 15. Born in Pennsylvania, he began sailing with the SIU in 1962 from the port of New Orleans. Brother Suchocki sailed in the deck department. He completed the bosun recertification course in 1975 at the Lundeberg School. He served in the U.S. Army from 1939 to 1943. Brother Suchocki retired in April 1988.

### ANGELOS N. TSELENTIS



Pensioner Angelos N. Tselentis, 80, died January 16. Born in Greece, he started sailing with the union in 1957 in the port of New York. Brother Tselentis was a member of the engine department. He began receiving his pension in December 1975.

## INLAND

### ANGEL ARGUELLES



Pensioner Angel Arguelles, 84, passed away June 8. Born in Belize, he became a naturalized U.S. citizen. Boatman Arguelles began sailing with the Seafarers in 1960 from the port of New Orleans. He shipped in the deck department and began receiving his pension in January 1975.

### FREDERICK C. HICKMAN



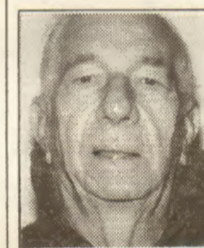
Pensioner Frederick C. Hickman, 83, died May 24. He began sailing with the SIU in 1959 from the port of Houston. The North Carolina native shipped in the engine department, last sailing as a chief engineer. Boatman Hickman retired in June 1985.

### ELRICK H. HORSMAN



Pensioner Elrick H. Horsman, 80, passed away May 14. A native of Maryland, he joined the union in 1961 in the port of Philadelphia. Brother Horsman sailed in the deck department and last held the ratings of tugboat captain and harbor pilot. He began receiving his pension in August 1980.

### WILLIAM LOESCH



Pensioner William M. Loesch, 74, died May 22. Born in Maryland, he joined the union in 1956 in the port of Baltimore. Boatman Loesch advanced in the deck department, last sailing as mate. From 1940 to 1945, he served in the U.S. Navy. Boatman Loesch retired in April 1986.

## GREAT LAKES

### MARSHALL D. BRYANT



Pensioner Marshall D. Bryant, 73, passed away May 15. A native of Minnesota, he began his seafaring career with the union in 1961 from the port of Duluth, Minn., sailing in the engine department. He served in the U.S. Navy from 1942 to 1945. Brother Bryant began receiving his pension in June 1986.

## ATLANTIC FISHERMEN

### BAPTISTA NICASTRO

Pensioner Baptista Nicastro, 80, died April 1. Brother Nicastro began sailing with the Atlantic Fishermen's Union in 1961 in the port of Gloucester, Mass. The Massachusetts native shipped in the deck department and retired in February 1978.

## RAILWAY MARINE

### LEONARD J. PORCELLI



Pensioner Leonard J. Porcelli, 77, passed away May 9. The New Jersey native joined the SIU in 1963 in the port of New York. He sailed as a deckhand, working primarily for Erie Lackawanna Railroad. Brother Porcelli began receiving his pension in April 1979.



# Lundeberg School Graduating Classes



**Trainee Lifeboat Class 538**—Graduating from trainee lifeboat class 538 are (from left, kneeling) Carlos Sanchez, Michael Vogell, Darrell Baker, Paul McCracken, Kathryn Morrissey, (second row) Clarence Knight, Jonathan Bishop, Phillip Jackson Jr., Jason Jaskierny, Jesse Whirley, Walter Wells Jr., Patrick Yarbrough Jr. and Jeff Swanson (instructor).



**Power Plant Maintenance**—Marking their completion on May 30 from the power plant maintenance course are (from left, first row) Carmine Barbatì, Dan Holden (instructor), Mark Stewart, Anthony Negrón, Peter Stenberg, Sellers Brooks, (second row) Alfred Herrmann, Gary Morrison and Robert Farmer. Not pictured is Robert Rice.



**Hydraulics**—Certificates of training were received by upgrading members in the hydraulics class on June 28. They are (from left) Mark Stewart, Dan Holden (instructor), Peter Stenberg, Richard Daisley, Robert Farmer and Peter Himebauch.



**Radar**—Receiving their radar endorsement on May 25 are (from left, kneeling) Mohamed Bazina, John Hurley, Tom Gilliland (instructor), (second row) Brian Bowman, Larry Evans, Thomas Ellis, Joseph O'Connor, (third row) Jim Brown (instructor), Matthew Flentic and Daniel Ticer.



**Crane Maintenance**—Seafarers completing the crane maintenance course on May 31 are (from left, first row) Vernon Castle Jr., Manuel Tan Jr., Mohamed Abdullah, William H. Gray, (second row) Robert Colantti, Alfred Ragas, Arthur Ohdahl, Thomas White Jr. and Eric Malzkuhn (instructor).



**Tankerman Operations**—Receiving their certificates of completion for the tankerman operations course on June 26 are (from left, sitting) Franklyn Cordero, Richard Decker, George Moxley, Michael Hall, Edwin Rivera, Jeffrey Phillips, (kneeling) James Hagner, Blair Baker, Winston Marchman, Robert Allen, Colleen Mast, Charlie Durden, Daniel Eckert, Jorge Barahona, Salvatore Ciciulla, Willie Grant, Teodulfo Alanano, Joaquin Martinez, Neil Carter, Lincoln Pinn Jr., (third row) Timothy Null, Peter C. Westropp, John Konetes, Arthur Baredian, Robert Caldwell, Mohamed Bazina, Joe Clark, Roger Plaud, Steven Bush, Jeanette Marquis, Anthony Sabatini, Peter Sorensen, William Daly, Jim Shaffer (instructor), (fourth row) Douglas Konefal, Darrell Moody, Daniel Ticer, Patrick Scott, Joel Spell, Carey Heinz, Stephen Garay and Glenn Christianson.



**Tankerman Operations**—SIU members completing the tankerman operations course on May 30 are (from left, kneeling) Lawrence Kunc, Pedro Mena, Robert Kendrick, Robert Garcia, Thomas Vain Sr., Clemente Rocha, Kim DeWitt, Wilfred Lambey, Rolando M. Lopez, Julio Arzu, (second row) Bob Carle (instructor), Kenneth Hagan, Timothy Olvany, Johnnie Thomas, Curtis Nicholson, Marco Guity, Larry Bachelor, Neal Jones Jr., Christopher Beaton, Laurence Croes, Stanley Spoma, George Phillips, (third row) Aaron Simmons, Dennis J. Goodwin, Joseph Tengler, Andrew Greenwood, Robert Coleman, Michael Sutton, Brandon Maeda, Felipe Torres, Dock McGuire Jr., Dockery McGuire, Arnold Eckert, Michael Pooler, Thomas Lasater, Navidad Zapata, Joseph Miller and James Cleland.



## LUNDEBERG SCHOOL 1995 UPGRADING COURSE SCHEDULE

The following is the course schedule for classes beginning between August and December 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.

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

### Deck Upgrading Courses

Course	Start Date	Date of Completion
Bridge Management (Shiphandling)	October 9	October 20
Celestial Navigation	November 6	December 15
Limited License/License Prep.	September 25	November 3
Radar Observer/Unlimited	August 14 October 2	August 18 October 6
Third Mate	August 28	December 15

### Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Firefighting	September 11	September 22
Oil Spill Safety Recertification	September 21 October 19	September 21 October 19
Oil Spill Prevention & Containment	August 7	August 11
Sealift Operations and Maintenance	October 9	November 3
Tanker Operations	August 14 September 11 October 9 November 6 November 20	September 8 October 6 November 3 December 1 December 15

### Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	October 2	November 6

## UPGRADING APPLICATION

Name \_\_\_\_\_

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

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

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

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

Deep Sea Member  Lakes Member  Inland Waters Member

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

Social Security # \_\_\_\_\_ Book # \_\_\_\_\_

Seniority \_\_\_\_\_ Department \_\_\_\_\_

U.S. Citizen:  Yes  No Home Port \_\_\_\_\_

Endorsement(s) or License(s) now held \_\_\_\_\_

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

If yes, class # \_\_\_\_\_

Have you attended any SHLSS upgrading courses?  Yes  No

If yes, course(s) taken \_\_\_\_\_

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

Yes  No Firefighting:  Yes  No CPR:  Yes  No

### Steward Upgrading Courses

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

### Engine Upgrading Courses

Course	Start Date	Date of Completion
QMED - Any Rating	August 14	November 3
Diesel Engine Technology	October 9	November 3
Fireman/Watertender & Oiler	October 2	December 15
Hydraulics	October 9	November 10
Pumproom Maintenance	September 11	September 22
Refrigeration Systems & Maint.	August 28	October 6
Welding	October 23	November 17

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

### Inland Courses

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

### Additional Courses

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

### Deck and Engine Department College Courses

Course	Start Date	Date of Completion
Session III	September 5	October 27

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 \_\_\_\_\_

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

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





The summary of the annual report for the SIU Pacific District Supplemental Benefits Fund, Inc. may be found on page 20 in this issue of the LOG.

## Cruise Ship Proves to be 'Love Boat' Couple Together Since Introduction at Union Meeting in 1986

The SIU-crewed American Hawaii Cruises' *SS Constitution* and *SS Independence* are popular escapes for couples celebrating honeymoons and anniversaries or for those who simply want to enjoy a romantic getaway touring the Hawaiian Islands.

But that lure does not apply only to the passengers. For SIU members Pamela and Carlos Ferriera, the ships were the ideal place to meet and fall in love.

The two Seafarers met in 1986 during a union meeting while working aboard the *Constitution*. Carlos was sailing as a bellman and Pamela as a youth director.

"We became friends right away. We just seemed to have so many interests in common," said Pamela. They toured the islands together during their off time and began spending more and more time with one another.

"I think that it is very important to establish a relationship as friends before becoming romantic," Carlos said. "I think that is what keeps our relationship so strong—that we were friends first," he added.

### Different Worlds

While their interests may be similar, their backgrounds are not. Pamela is a native of South Carolina while Carlos was born and raised in Brazil. However, the beauty of the islands lured them both to the Aloha State.

"I came to Hawaii to visit my stepbrother after I graduated from high school. I was going through a stage where I really didn't know what I wanted to do with my life," recalled Pamela. "I fell in love with Hawaii, went home to pack my things and moved to Maui," she said.

Once settled in Maui, Pamela became a waitress at a local restaurant. One of her customers, an SIU member who worked aboard the *Independence*, encouraged her to look into getting a job on the cruise ships. "I decided I wanted to try it out. I did and I loved it. That was almost 10 years ago," Pamela recalled.

Carlos, a Rio de Janeiro native, came to the United States in 1976 at the age of 17. He decided that he wanted to move to America and "make it on his own."

In 1983, Carlos moved to Hawaii and became a waiter in a Waikiki restaurant while studying for his U.S. citizenship test. (He became a U.S. citizen in 1985.)

Ironically, Carlos, while waiting tables, also met an SIU member who worked aboard the passenger ships and who convinced him that sailing aboard American Hawaii Cruises vessels was the ideal job for him.

### Sailing Together

Several years after their initial meeting and working separately in various positions aboard the two cruise ships, Carlos and Pamela decided that they both wanted to become cabin stewards.

"We both tried waiting tables but we decided that being cabin stew-



Cabin Steward Carlos Ferriera (left) sets up chilled champagne while his wife, Cabin Steward Pamela Ferriera, turns down the bed in another cabin aboard the *SS Constitution*, bed in another cabin aboard the American Hawaii Cruises vessel.

ards would give us the freedom to try and arrange our schedules in a way that would allow us to be together as much as possible," Pamela said.

As cabin stewards, the Ferrieras make up the passengers' rooms and ensure the guests have everything they need for a relaxing voyage.

"It is a really fun job. You always enjoy what you are doing because you are always meeting nice people and making their environment more comfortable," stated Carlos.

Whether it is the variety of passengers and crewmembers they meet on the American Hawaii Cruises passenger ships or the high level of freedom Pamela and Carlos enjoy as cabin stewards, sailing aboard the cruise ships lends itself "to a good life" for the married couple.

"Sailing is who we are," Carlos told a reporter for the *Seafarers LOG*. "I can't imagine ever doing anything else. The SIU has been truly good to us and we feel very lucky," he added.

Since Carlos and Pamela were married in 1990, they have been fortunate enough to have sailed several times aboard the same cruise ship together.

"We have been together, as a couple, for almost 10 years now. We have spent seven days a week with one another at

home and at work. It is perfect. We never get sick of one another or sailing aboard the passenger vessels," Carlos explained.

"We know other couples in the SIU who sail aboard a deep sea ship different from the one their spouse is on. They do it, but it is not very easy. We don't want that. We want to be together all the time," Pamela said.

### 'Gypsies at Heart'

"What drew us to this life of sailing and life of exciting travels is that we are both Gypsies at heart," noted Pamela. "We love to go to new places, meet new people and do new things. We want to go everywhere there is to go. The beauty of it all is we can do it because of the type of jobs we have," she added.

In their time off the *Constitution* and *Independence* and over the course of 10 years, the couple has traveled to more than 30 different countries. "No other job would allow you to do that," said Carlos.

In fact, the Ferrieras learned first hand how difficult it can be to find time to travel when they stopped sailing and came ashore to work.

In the early 1990s, the couple decided that they wanted to start a business of their own and lead what they thought would be a "normal life."

The Ferrieras opened up a ladies accessories and watch repair store in Atlanta.

"We thought that living in a house and having our own business would give us a certain type of normalcy that we seemed to be looking for," Pamela said.

"It was just the opposite of what we thought it would be. We couldn't do anything. We couldn't travel anymore because we were always worrying about our store and if

everything would function properly without us. It just wasn't all that we had anticipated it to be," the 33-year-old Pamela stated.

"We realized that sailing and being active members of the SIU were who we were," recalled Carlos. "It is our life. Sailing suits the type of lifestyle we enjoy, and I know now that I can't live my life without sailing and the SIU," he concluded.

### Learning Is Key

With the *Constitution* in a Portland, Ore. shipyard undergoing renovations until next summer, Carlos and Pamela decided to take the opportunity to upgrade their skills at the Seafarers Harry Lundberg School of Seamanship in Piney Point, Md.

"The *Constitution* is in layup much longer than we originally thought, so we decided to come to Piney Point and learn as much as we can while we are not working," Pamela explained.

"I've upgraded before, but this is Pam's first time. I was as excited to come back [to Piney Point] as I was the first time I ever came," stated Carlos, who attended upgrading classes in 1984.

Reflecting on the upgrading opportunities available to Seafarers through the Lundberg School, Carlos added, "The SIU is always giving me a new and fresh opportunity through upgrading. Not many jobs offer you that."

"It is a beautiful place and they have so much to offer us. We are enrolled in the cook/baker course right now and may take firefighting, CPR and some other classes we need as long as we are here and the *Constitution* is laid up," said Pamela.

"We feel very lucky to be members of the SIU," noted Carlos. "It is never too late to learn, and Piney Point offers so much. The union has become the foundation of our lives. Coming from a small family, it is a comfort to be a part of such a family-oriented organization. Especially when I work and live with my wife right beside me," Carlos stated.



The Ferrieras are attending upgrading courses at the Lundberg School in Piney Point, Md. while the *SS Constitution* is undergoing renovations.