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

SEAFARERS LOG



Volume 56, Number 9

September 1994

1994 U.S. Ship Bill Goes to Senate

H.R. 4003

IN THE SENATE OF THE UNITED STATES

The Push Is On!

Received; read twice and referred to the Committee on Commerce,

AN ACT

... appropriations for fiscal year 1995 ...
... the Department of Transportation,
... 1936, as amended, to revitalize the
... merchant marine, and for other purposes.

SEPTEMBER 1, 1994

House of Representatives of the
America in Congress assembled
Commerce, Maritime Security and Trade

DEAR SENATOR MURRAY,

I am a seaman who earns his living
aboard U.S. flag ships. My livelihood
and the economic security of my family
depend on your backing of a new
maritime program.

In the Senate now, you have a bill before you
known as the "Maritime Security and Trade
Act of 1994." It deserves your strong support.
If passed, it will ensure that America
has the sealift it needs in times of war.
It will also make sure that this country
is represented in world shipping. And it
will keep thousands of seamen like me
working and ready to answer the
nation's call when it is time to man ships
broken out to transport military goods
during conflicts or emergencies.

I voted for you in the last election
because I believed you shared my
vision of a militarily and economically
strong America. I'm counting on your
support for the senate version of H.R. 4003.

Sincerely,

SIU Chief Steward Ed Ombac has started a letter-writing campaign to his members of the U.S. Senate which is currently considering a bill of major importance to the nation and all seamen. For more details, see page 3.

690
CAROL CROSSAN
ACQUISITION SECT/NEWSPAPE
STATE HISTORICAL SOC OF W
816 STATE STREET
MADISON WI 53706-1482

President's Report

Every Letter Counts

This month, the message is short but most important. The SIU is calling on each and every Seafarer to be a part of the campaign to have a new maritime program enacted by the Senate.



Michael Sacco

As you know, last month the House of Representatives, by a vote of 294 to 122, passed a bill which, if enacted, will ensure that the United States has a fleet of modern, efficient container ships operating in the international trades and available to the nation in times of emergency or war.

That bill, known as H.R. 4003, is now in the Senate. First, it must clear the Senate Commerce Committee. Then it should go to the floor for a vote by the full Senate.

The enemies of U.S. shipping have mustered their vast resources and are attempting to kill the bill in the Senate. Foreign shipping companies, through their high-priced Washington lobbyists, are trying to scuttle the program that would, if passed, mean that U.S.-flag ships would be prominent on the high seas, competing with their liner companies.

Also on the attack are the giant agribusiness grain interests, which enjoy millions of dollars in government subsidies to their corporate coffers, while opposing U.S. government programs to promote American shipping.

This is where Seafarers, SIU pensioners and their families can play an important role. One personal letter to a senator is a powerful antidote to the well-financed, big business interests fighting the new maritime program. Elected officials must listen to the people who vote for them.

So now is the time to take pen and paper in hand to write to the senators urging them to adopt what will be the first new forward-looking maritime bill this country has seen in 20 years. Seafarers and their families can let the senators know how important a U.S.-flag merchant marine is to the nation's economic security and national defense, as well as the value of U.S. shipping to the lives of thousands of mariners and their families.

Fay Re-Elected Vice Chair Of ITF Seafarers' Section

The SIU's secretary-treasurer, John Fay, last month was re-elected to a top position in the Seafarers' Section of the London-based International Transport Workers Federation (ITF), an organization that brings together the free world's unions that represent individuals employed in maritime, rail, trucking and airline industries.

The balloting for the vice-chairmanship took place at the Seafarers' Section Conference on August 5, held in conjunction with the ITF's congress, which is held every four years. Brother Fay received the unanimous support of representatives of seamen's unions from some fifty nations.

On August 9, Fay's election to the vice-chair position was ratified by the Congress, in which transport unions from more than 90 nations took part. The ratification was part of the adoption of the Seafarers' Section Conference report to the Congress.

Elected to the post of Seafarers' Section chair was Anders Lindstrom, an officer of the Swedish Seafarers' Union. He replaces K. Mols Sorensen, a Danish marine officer who has been involved in the ITF Seafarers' Section for more than 30 years. An official of the Australian Maritime Officers' Union, Fred Ross, received the support of the body for the position of deputy vice-chair.

The Seafarers' Section is charged with coordinating the ITF's policies in regard to seamen.

Through the ITF's Joint Seafarers' and Dockers' Conferences, the international organization has coordinated a



ITF Seafarers' Section Vice-Chair and SIU officer John Fay (left), confers with R. Lioenjie, vice chair of District 4-NMU/MEBA.

campaign against the substandard practices of runaway-flag shipowners, who avoid the rules and laws of their own nations by purchasing the use of another nation's flag. The ITF's campaign is coordinated through the Fair Practices Committee (FPC), which is made up of seafarer and dockerman representatives.

As vice-chair of the Seafarers' Section, Brother Fay serves on the Seafarers' Section Committee and is a member of the Fair Practices Committee and an ex-officio member of the FPC's Subcommittee on the Collective Agreement and Flag-of-convenience Campaign Steering Group.

Fay first assumed the vice-chairmanship of the ITF's Seafarers' Section in October 1992. At that time, he was elected by the seamen's union representatives at a section meeting to fill a vacancy.

Since 1949, Fay has been a member of the SIU. He became the SIU's secretary-treasurer in 1990.



The world body of transport unions, to which the SIU is affiliated, adopted several action plans to combat the harsh consequences to workers rendered by international companies with no national allegiances. Above, the ITF congress meets in plenary session.

ITF Congress Hits Runaways

The highest decision-making body of the world federation of transport unions last month reaffirmed its efforts to elevate the pay and shipboard conditions of crewmembers working aboard runaway-flag ships, noting that flag-of-convenience ship registries allow shipowners to avoid taxes, evade laws and regulations that affect safety and ignore humane crew working conditions.

Meeting in its 37th congress in Geneva, Switzerland from August 4 to 11, delegates to the International Transport Workers Federation (ITF) also elected David Cockcroft to the general secretary post, expanded the organization's Executive Board to allow for representation for transport unions in Central and Eastern Europe and adopted a blueprint for action.

'Trade Must Benefit Workers'

Delegates to the congress were addressed by Joaquin "Jack" Otero, deputy under secretary for international labor affairs of the U.S. Department of Labor, a post he assumed in 1992. Prior to that, Otero had been an officer of the Transportation Communications Union and a long-time ITF activist.

Otero said workers everywhere in the world must be afforded the right to better their lives and influence their governments if global competition is to work to the benefit of ordinary people.

Conducted simultaneously in English, Japanese, French, German, Swedish and Spanish, the ITF congress delegates discussed the challenges posed to national transport unions by the increasingly global character of corporations. Delegates also reviewed the affects of expanded inter-modelism, necessitating the need for greater cooperation between unions representing workers in one form of transport.

The congress, which meets every four years, also adopted a number of resolutions emanating from its various sections. In addition to the Seafarers' Section and Dockers' Section (representing longshoremen), the more than 500 unions from some 110 nations affiliated to the London-based ITF participate in sections for the following industries: inland navigation, fishing, railroads, trucking, aviation and

tourism services.

The eight sections of the ITF each elected a chair and vice-chair, who will serve for the next four years, and endorsed resolutions that were submitted to the congress. The sections also adopted a program of activities to be conducted until the next congress.

Second Registers Pierced

Meeting in a Joint Seafarers' and Dockers' Conference, union representatives of seamen and longshoremen prepared the document which was approved by the congress that outlined the ITF's campaign to aid mariners working aboard runaway-flag ships. This program, which became known as the "Geneva policy," tightens up ITF procedures applied to vessels operating under so-called second registers.

A device used by traditional maritime countries, second registers allow a shipowner to fly the flag of that nation while operating under flag-of-convenience conditions.

The new Geneva policy combines the ITF's previous guidelines for its campaign against substandard shipping, documents known as the "Madrid policy," which was established in 1983, and the 1990 "Toyko guidelines."

The Geneva policy finds that runaway-flag shipping has brought about extremely negative consequences for the industry, such as depressed freight rates, underqualified and underpaid crews, slipshod ship maintenance and service, over-age ships and shipowners who are unable to invest in new tonnage.

The document notes that the primary objective of the ITF is to



David Cockcroft, who was elected ITF General Secretary, called for cooperation between sections.

eliminate runaway shipping and secure a link between a vessel's flag and the nationality of its owner. The group's second objective is protecting and enhancing "the conditions of employment of seafarers serving aboard flag-of-convenience vessels" and ensuring that those mariners are "protected from exploitation by shipowners, ship managers and manning agents."

The Seafarers' Section elected officers for the 1994-1998 term. SIU Secretary-Treasurer John Fay was elected to the vice-chair position. Delegates to the section conference also called on the International Maritime Organization of the United Nations to address shipboard working hours and urged that an international maritime safety institution be founded.

Founded in 1896, the ITF has many American affiliates. In addition to the Seafarers International Union, numerous maritime labor groups participate in the ITF. U.S. unions from the rail, longshoring and aviation sectors also are members of the ITF.

Volume 56, Number 9

September 1994

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

Managing Editor, Daniel Duncan; Associate Editors, Jordan Biscardo and Corrina Christensen; Associate Editor/Production, Deborah A. Hirtes; Art, Bill Brower; Administrative Support, Jeanne Textor.

U.S. Ship Bill on Senate Fall Agenda

Commerce Committee Staff Prepares Legislation for Mark Up

The Senate is expected to act on legislation designed to revitalize the U.S.-flag merchant fleet when it returns from its Labor Day recess the week of September 12.

The Maritime Administration and Promotional Reform Act (H.R. 4003) was passed 294-122 by the House of Representatives on August 2. The bill then was sent to the Senate for consideration by its Commerce, Science

and Technology Committee, which will mark up the bill after the Labor Day recess. (When a bill is "marked up," it is approved by a committee and made ready for its next legislative step—in this case, the full Senate.)

House Bill Provisions

As passed by the House, H.R. 4003 called for a 10-year, \$1.35 billion program that would provide for a U.S.-flag ship operating

program and aid for American shipbuilding.

The program covers U.S.-flag liner vessels involved in foreign trade. To be eligible for consideration, companies must agree to make their ships available to the Department of Defense (DOD) or allow space aboard the vessels for DOD cargo during a national emergency. To be included, existing U.S.-flag ships can be no more than 15 years old,

and foreign-built vessels that are re-flagged for operation under the U.S. flag must be under 10 years of age.

The money would be raised through a 38-cent per registered ton duty collected on all vessels entering U.S. harbors from foreign ports.

The only exception was made for vessels sailing on the Great Lakes between the U.S. and Canada. The duty would be imposed on the first 25 voyages to American ports each year.

Through this funding mechanism, approximately \$135 million would be raised each year between Fiscal Year 1995 and 2004.

Senate Considers Changes

The staff of the Senate Commerce Committee is looking at possible changes to the funding formula in H.R. 4003.

Under a proposal being reviewed by the committee, the Senate would keep H.R. 4003 as a 10-year program, but reduce the amount of revenue raised to \$1 billion during that period.

The dollars for the program would be raised through fees collected when vessels dock in U.S. ports after sailing from foreign locations. However, the amount charged per ton would vary with the type of vessel.

The committee staff is proposing that general cargo vessels, such as containerships, would pay 81 cents per net registered ton per visit.

The fee for dry bulk and liquid bulk vessels would be 27 cents per ton per visit. Finally, passenger ships would pay 15 cents per ton per visit.

These charges would be imposed during the first four years of the program, then reduced for the remaining six years, as the bill is being drawn by the committee staff.

To help American shipyards,

the staff plan would set aside \$100 million in Fiscal Year 1995 for Title XI loan guarantees that could fund up to \$1 billion in vessel construction in the yards.

After the House passed H.R. 4003, opposition to the flat tonnage fees was voiced by exporters of large bulk commodities, especially coal and grain interests. These groups claimed they would not remain competitive on the world market if the new tonnage fees applied to them.

Currently, vessels entering U.S. ports pay nine cents per registered ton if they arrive from a nearby Western Hemisphere foreign harbor and 27 cents per ton from all other destinations. The fees are collected only on the first five visits made by a vessel each year.

Two-Year Effort

Action on maritime revitalization legislation began in May 1993 when Rep. Gerry Studds (D-Mass.), the chairman on the House Merchant Marine and Fisheries Committee, was joined by Rep. Jack Fields (R-Texas), the committee's ranking minority member; Rep. William Lipinski (D-Ill.), chairman of the House Merchant Marine Subcommittee; and Rep. Herbert Bateman (R-Va.), the subcommittee's ranking member, in introducing a bill (H.R. 2151) that outlined such a proposal.

Following a floor debate, H.R. 2151 passed the House by a 347 to 65 margin in November 1993. However, the bill lacked a funding mechanism.

In early '94, Transportation Secretary Federico Peña announced that the Clinton administration would include funding for the 10-year maritime revitalization program. In March, H.R. 4003 was formally introduced as a bill, and by August it had passed the House. It must now pass in the Senate.

Martin Marietta Tug Crews Vote Seafarers by 37-2

Boatmen at the Marine Ocean Engineering Department (MOE) of Martin Marietta Services, Inc. in Fajardo, Puerto Rico last month voted to be represented by the Seafarers International Union.

By a count of 37-2 in an election conducted under the auspices of an impartial government agency (the National Labor Relations Board), MOE employees designated the SIU as their collective bargaining representative.

The MOE workers maintain and operate several types of vessels which are used to support the Atlantic Fleet Weapons Training Facility at the U.S. Naval Station at Roosevelt Roads. The ratings that are included in the bargaining unit are chief officer, second officer, chief engineer, certain classes of marine technicians, basic repairer and repair technician. Also included are facility monitors, who work on shore.

Since the election, which took place August 16 at the Navy base, the SIU has been preparing for contract talks with the company. At press time, those talks were scheduled to begin on September 6.

Peter Torrens, who works aboard a retrieval craft at the base, said he voted for union representation because "we're tired of being stepped on. I think the union will help us get a decent contract with the company."

Bill Puhley, first officer aboard the *USNS Hunter* (a supply vessel), said that he is "looking forward to having everything in black and white, in a contract." He added that he wants to take advantage of the chance to upgrade his skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

The chance to upgrade and having a written contract also were cited by Rick Rinehart as reasons for voting in favor of the SIU. "We needed help, and I think being in the union is going to give us a lot of opportunities for advancement," said Rinehart, the second mate on the supply ship *USNS Hugo*. "We do a good job

for the company and for the Navy, and we expect to be treated fairly. We're hoping that with the union's help, that will happen."

Basic Repairman Andy Carrasquillo also voted "yes." He said he believes that belonging to the SIU "will help us get fair wages and safe working conditions."



New members of the Seafarers include (from left) S. Pagan, A. Carrasquillo, W. Evans, P. Torrens and D. Lopez.



Among the boatmen who voted for union representation are (from left, kneeling) C. Molinaris, R. Figueroa, (standing) A. Acosta, D. Rivera, J. Valentin, A. Rodriguez and Ricky Alvarez.



Some of the Martin Marietta crews who voted to be represented by the Seafarers International Union are (from left, front row) W. Barr, M. Beres, J. Sokolowski, (back row) F. Woods, J. Aponte, R. Rhinehart, B. Perusse, W. Puhle and M. Locklier.

Seafarers Urged to Contact Senators to Pass H.R. 4003

Seafarers and their families are encouraged to contact their senators and urge their support for the Maritime Administration and Promotional Reform Act (H.R. 4003).

The bill, which is designed to create a 10-year program to fund a minimum of 52 U.S.-flag vessels, is before the Senate Commerce, Science and Technology Committee. Last month, H.R. 4003 passed the House of Representatives by a 294 to 122 margin.

SIU members and their families should write or call their state's two senators. The elected officials should be told not only why passage is important to the individual caller, but also what it will mean to the country.

Among the points that a Seafarer can raise in his or her communication with a senator are the following:

- H.R. 4003 will provide jobs for tens of thousands of American families involved in the U.S.-flag shipping industries. These are good paying jobs that allow families to be financially secure. Also, unions that repre-

sent mariners traditionally have provided employment opportunities to individuals for underprivileged communities, which have enabled thousands of disadvantaged young people to play a productive role in American society.

- H.R. 4003 would continue support for America's national defense through sealift. Throughout his nation's history, America's military conflicts have been on foreign lands, thousands of miles away. Sealift has proved to be the only cost-effective way to transport materiel to the troops. A strong U.S.-flag shipping capability assures the U.S. armed forces that a fleet of ships and a pool of manpower is ready and available to crew vessels when they break out.

- America's economic security is strengthened through a strong U.S.-flag merchant fleet. Governments around the world invest in their national fleets through direct and indirect subsidies, tax policies, cargo alloca-

Continued on page 5

In Short Fall Session, Congress Faces Host of Maritime Bills

When Congress returns from its Labor Day recess later this month, the elected officials will have approximately one month before adjournment to address an array of legislation that includes several maritime-related bills.

The legislators are seeking to leave Washington by mid-October in order to campaign for elections in their districts on November 8.

Foremost among the bills before Congress that deal with the U.S.-flag merchant fleet is the Maritime Administration and Promotional Reform Act (H.R. 4003).

After being passed 294-122 by the House on August 2, H.R. 4003 is awaiting action by the Senate Commerce, Science and Transportation Committee.

H.R. 4003 provides the funding mechanism for another bill overwhelmingly passed by the House in November 1993 (H.R.

2151) that outlined a 10-year program to revitalize the U.S.-flag merchant fleet.

Calls for Fee Collection

In passing H.R. 4003, the House called for a 38-cent per ton duty to be collected from all vessels entering U.S. ports from all foreign harbors, except Great Lakes traffic between the U.S. and Canada. The fee would be collected on the first 25 voyages annually by a vessel. It would raise an average of \$135 million a year from Fiscal Year 1995 to 2004.

Also on the agenda for legislators are inland waterways safety bills.

The House Merchant Marine and Fisheries Committee has held several hearings to find ways to make America's rivers, shipping channels and other inland waterways safer. In March, Transportation Secretary Federico Peña told

the committee that improving inland safety is one of his agency's "highest priorities."

The Towing Vessel Act (H.R. 4058) incorporates many of the ideas presented by Peña. Among them are requirements for tugs, tows and pushboats to carry radar, communications and navigation equipment; for vessel operators to be licensed masters and mates who have demonstrated proficiency with their equipment; and for all boatmen working aboard inland vessels to hold U.S. Coast Guard-issued merchant mariner documents.

Other Legislation Proposed

Another bill before the committee is the Towing Vessel Navigational Safety Act (H.R. 3282). This legislation calls for furnishing tugs, tows and pushboats with navigational and communications equipment. Provisions similar to those in H.R. 3282 have been included in the Coast Guard authorization bill which cleared the Senate Commerce, Science and Transportation Committee in August.

During this session, Congress has been looking at various ways to establish a U.S.-flag cruise fleet.

Last November, the House passed the U.S.-Flag Passenger Vessel Act (H.R. 1250), which is designed to close loopholes in the Passenger Vessel Act of 1886 and the Jones Act of 1920. The U.S. Customs Service has used the loopholes to allow foreign-flag

Shipping Bills Before Congress		
Bill	Description	Action
Maritime Revitalization	Provides a 10-year funding program for U.S.-flag liner vessels active in international commerce	Passed by House; Senate consideration expected in September
Inland Waterways Safety	Calls for tugs, tows and pushboats to be equipped with communications and navigation gear; requires boatmen to hold z-cards; mandates vessels be operated by licensed masters and mates	Awaiting action by House Merchant Marine and Fisheries Committee
US-Flag Passenger Vessel Act (Taylor Bill)	Closes loopholes that permit foreign-flag vessels to sail "cruises to nowhere" from U.S. ports	Passed by House; awaits action by Senate
US Passenger Vessel Development Act (Unsoeld Bill)	Allows foreign-flag cruise vessels to register under U.S. flag and carry American crews provided owner signs contract to build and build replacement vessel in U.S. shipyard	Marked up by House Merchant Marine and Fisheries Committee; before House Natural Resources and Ways and Means committees

vessels to sail from and return to the same American port as long as these ships do not stop at any other port. (These voyages are known as "cruises to nowhere.") No date for Senate consideration has been set.

The House Merchant Marine and Fisheries Committee last month approved legislation, H.R. 3821, that would permit foreign-flag cruise ships sailing from U.S. ports to re-flag with the Stars and Stripes and use American crews provided a replacement vessel of similar size is contracted and built in a U.S. shipyard. H.R. 3821, the U.S. Passenger Vessel Development Act, is now before the House Natural Resources Committee.

There are several other pieces of maritime-related legislation within the congressional hopper. The Merchant Mariners Fair-

ness Bill, H.R. 44, would extend the same dates (December 7, 1941 to December 31, 1946) for veterans status to World War II-era merchant mariners as those who served in the U.S. armed forces. The bill is before the House Committee on Veterans' Affairs.

Would Extend Coverage

After being approved by the House Committee on Education and Labor, H.R. 1517 awaits action by the full body. A bill that would extend U.S. federal labor laws to runaway-flag vessels that call on U.S. ports has cleared House committees and awaits full floor action.

For any bill not completed by the time Congress adjourns, work on that legislation would have to start again when the newly elected Congress convenes in January 1995.

House Action Proceeds On U.S. Cruise Ship Bill

Part of a legislative package which would place the U.S. flag on foreign-flag cruise vessels, thus increasing employment opportunities for American merchant mariners, has cleared its first committee in the Congress.

On August 11, the House Merchant Marine and Fisheries Committee gave its support to H.R. 3821, one of two bills that make up the U.S. Passenger Vessel Development Act. The bill was then forwarded to the House Natural Resources Committee, which will review and possibly amend the legislation before it is sent to the House floor.

H.R. 3821 allowed foreign-flag cruise ships sailing from U.S. ports to be re-flagged under the American flag if a ship's owner replaces the vessel with another cruise ship built in an American yard. A vessel owner would be required to enter into a contract within 12 months of re-flagging. In the following 12 months, construction of the replacement vessel or vessels would begin. Once the replacement vessel is ready, the original foreign-flag ship would be transferred back to its original flag of registry.

Amending the Bill

The Department of Transportation and the U.S. Trade Representative raised concerns about the requirement that a ship, once replaced, would be forced back to its original flag.

The administration representatives told House Merchant Marine and Fisheries Committee members that forcing a ship back to its original registry would violate the world trade agreement known as GATT. The provision of GATT that would be violated, the administration sources believe, is the one that allows a nation to liberalize its maritime laws if prior protections are not invoked in the future.

To address the concerns of the administration, at the August 11 meeting of the House Merchant Marine and Fisheries Committee, H.R. 3821 was amended to allow a ship that had been transferred to U.S. registry to permanently stay

under the U.S. flag. The amendment was offered by Representative Jolene Unsoeld (D-Wash.), the primary sponsor of the U.S. Passenger Vessel Development Act.

Under the Unsoeld amendment, if a shipowner who has re-flagged a vessel under the U.S. flag does not build a replacement vessel, the original ship will be prohibited from entering a U.S. port and its shipowner permanently barred from the U.S. cruise trade.

The committee kept other provisions of the bill intact, including the measure that American merchant mariners would crew the foreign-flag vessel once it came under the American flag.

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

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

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

Good for National Defense

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

Presently, there are only two U.S.-flag passenger ships operating around the world on the high seas—the SIU-crewed *SS Independence* and *SS Constitution*. More than 4 million people, 85 percent of whom were Americans, sailed on the more than 120 cruise ships located around the world in 1992 and spent approximately \$5 billion.

Kalleres Retires as MSC Chief; Quast Assumes Navy Command

After two years at the helm of the nation's Military Sealift Command (MSC), Vice Admiral Michael P. Kalleres retired following more than 30 years of active duty in the U.S. Navy.

Relieving Kalleres as the commander of the military's sealift arm during change-of-command and retirement ceremonies held at the Washington Navy Yard on August 11 is Vice Admiral Philip M. Quast.

He comes to MSC after serving as the director of the Surface Warfare Division, Chief of Naval Operations staff.

Directed Somalia Sealift

During his tenure with MSC, Kalleres directed the Navy's sealift operation during the U.S. relief effort for the people of Somalia. Known as Operation Restore Hope, more than 95 percent of the supplies and equipment used between December 1992 and March 1994 in support of the United Nations-led operation were moved aboard MSC vessels.

(At the height of the involvement in December 1992, a total of 17 SIU-crewed vessels were assigned to the effort.)

Before taking command of MSC, Kalleres had served in a variety of assignments for the Navy. He graduated from Purdue University in 1962. His tours of duty included Cuba in 1962, the Dominican Republic in 1965, Vietnam in 1971-72 and Libya in 1981.

Kalleres has commanded the



The new head of the Military Sealift Command, Vice Adm. Philip Quast, leads his predecessor, Vice Adm. Michael Kalleres, to the change of command ceremony.

USS Dewey, two destroyer squadrons and a cruiser-destroyer group as well as the U.S. Navy's Second Fleet. His shoreside experience includes strategic planning, financial management and personnel policy jobs. Among his 18 military awards and decorations is the Defense Distinguished Service Medal.

Command's 20th Chief

Quast began his career as an ensign in the U.S. Naval Reserve in 1961. The Wisconsin native served in Vietnam. As the commissioning commanding officer aboard the *USS Bunker Hill* between July 1985 and April 1988, he also served as the commander of the battleship *USS Missouri*

surface action group in support of U.S.-flag tanker transits through the Strait of Hormuz.

Ashore, Quast has held assignments at the U.S. Naval Academy and Naval Military Personnel Command. He holds the Meritorious Service Medal, Navy Commendation Medal and a bronze star with combat "V" among his decorations and awards.

In becoming MSC's 20th commanding officer, Quast will be in charge of coordinating the military's waterborne transport of materiel for U.S. armed forces. The MSC fleet consists of approximately 150 civilian and military-crewed vessels.

Patriot Crew Aids Stranded Peruvian Fishermen

Seafarers aboard the MV Patriot recently came to the aid of five Peruvian fishermen whose boat was drifting for five days

without engine power, more than 100 miles off the coast of Peru in the Pacific Ocean. In a letter to the Seafarers



AB Roger Plaud (left) and Chief Steward Howard Williams take drinking water and provisions to the stranded fishermen.

LOG, Chief Steward Howard G. Williams reported that the Patriot, a tanker operated by Vulcan Carriers, was en route to Chile when crewmembers spotted the disabled fishing boat. "They were flying distress flags and waving their hands," Williams wrote. "A makeshift sail was up, but it was not working."

As the Patriot approached the fishermen, AB Dan Gaylor went to the galley to request help from Chief Cook Daniel Payne in communicating with them. Speaking Spanish with the fishermen (and translating for the other crewmembers aboard the Patriot), Payne learned that the Peruvians had been working for 10 days and were nearly ready to head for port when the boat ran out of fuel and the batteries went dead. They subsequently drifted for five days and were almost out of drinking water. The only food left on board was the fish caught earlier during the trip.

After contacting the Peruvian coast guard, Patriot crewmem-



Chief Cook Daniel Payne (with bullhorn) translates between the Patriot captain and the Peruvian fishermen, who were drifting without power more than 100 miles off the coast of Peru.

bers "gave the fishermen fuel, water, food, cigarettes and jump-started their batteries," Williams noted. "Captain S.M. Kearney thanked the SIU crewmembers for their effort and sacrifice. Everyone pitched in to help, handling lines and hoses for two

hours, boxing up food supplies and more."

With the grateful fishermen headed back to their home port in Peru, the Patriot resumed its normal schedule, noted Williams, who also provided the photos accompanying this article.

Seafarers Urged to Contact Senators to Support Ship Bill

Continued from page 3

tion programs, credit schemes and much more. America's exports and imports should not be allowed to be solely carried on ships flying the flags of foreign nations, which could leave open the possibility of America being held hostage to the rates and political agendas of those nations.

The effectiveness of a personal letter from a voter to an elected official should not be underestimated. It has a great deal of

effect. That is why communications from Seafarers to their senators can make a big difference.

Below is an example of a letter that could be written to senators as well as the names and addresses for all 100 of the elected officials. SIU members and their families should write to the two senators from their home state. Hand-written letters tend to get the attention of elected officials faster than those that are typewritten.

Sample Letter

Address of Sender
Phone Number of Sender
Date

The Honorable _____
Office Building
United States Senate
Washington, DC 20510

Dear Senator _____:

As a citizen of your state who earns a living as a merchant mariner, I urge you to support H.R. 4003, called the "Maritime Security and Trade Act of 1994" in the Commerce Committee's staff draft.

I believe that it is very important to our country that we maintain our U.S.-flag merchant fleet. Thanks to the efforts of my union, the Seafarers, I am able perform a job I love by going to sea and provide for the welfare of my family.

I also believe America needs its merchant fleet to protect our national security. The whole country was reminded of the value of sealift when we had to move troops and weapons to the Persian Gulf to battle Iraq. America cannot afford to depend on the mariners of other nations to support our own soldiers.

As I understand it, H.R. 4003 does not increase the national deficit. In fact, it will not only help our merchant fleet, but also offset the cost of some of the navigational assistance we provide to ships of all flags.

All of us associated with the U.S. Merchant Marine need your help and support. Thank you for your consideration and I look forward to seeing your name as one of the senators who stood up for us by voting for H.R. 4003.

Sincerely,
Name of Sender

Where to Write Your State's U.S. Senators

Listed below are the names and Capitol Hill addresses for all 100 U.S. senators. In writing to them for their support of the maritime program which passed the House last month, address them in the following manner:

The Honorable _____
Office Building
United States Senate
Washington, DC 20510

STATE	SENATOR	ADDRESS
Miss.	Thad Cochran Trent Lott	326 Russell Bldg. 487 Russell Bldg.
Mo.	John Danforth Christopher Bond	249 Russell Bldg. 293 Russell Bldg.
Mont.	Max Baucus Conrad Burns	511 Hart Bldg. 183 Dirksen Bldg.
Neb.	James Exon Robert Kerrey	528 Hart Bldg. 303 Hart Bldg.
Nev.	Harry Reid Richard Bryan	324 Hart Bldg. 364 Russell Bldg.
N.H.	Robert Smith Judd Gregg	332 Dirksen Bldg. 393 Russell Bldg.
N.J.	Bill Bradley Frank Lautenberg	731 Hart Bldg. 506 Hart Bldg.
N.M.	Pete Domenici Jeff Bingaman	427 Dirksen Bldg. 110 Hart Bldg.
N.Y.	Daniel Patrick Moynihan Alfonse D'Amato	484 Russell Bldg. 520 Hart Bldg.
N.C.	Jesse Helms Lauch Faircloth	403 Dirksen Bldg. 702 Hart Bldg.
N.D.	Kent Conrad Byron Dorgan	724 Hart Bldg. 713 Hart Bldg.
Ohio	John Glenn Howard Metzenbaum	503 Hart Bldg. 140 Russell Bldg.
Okla.	David Boren Don Nickles	453 Russell Bldg. 133 Hart Bldg.
Ore.	Mark Hatfield Bob Packwood	711 Hart Bldg. 259 Russell Bldg.
Penn.	Arlen Specter Harris Wofford	530 Hart Bldg. 521 Dirksen Bldg.
R.I.	Claiborne Pell John Chafee	335 Russell Bldg. 567 Dirksen Bldg.
S.C.	Strom Thurmond Ernest Hollings	217 Russell Bldg. 125 Russell Bldg.
S.D.	Larry Pressler Thomas Daschle	283 Russell Bldg. 317 Hart Bldg.
Tenn.	Jim Sasser Harlan Mathews	363 Russell Bldg. 506 Dirksen Bldg.
Texas	Phil Gramm Kay Bailey Hutchinson	370 Russell Bldg. 703 Hart Bldg.
Utah	Orrin Hatch Robert Bennett	135 Russell Bldg. 241 Dirksen Bldg.
Vt.	Patrick Leahy James Jeffords	433 Russell Bldg. 513 Hart Bldg.
Va.	John Warner Charles Robb	225 Russell Bldg. 493 Russell Bldg.
Wash.	Slade Gorton Patty Murray	730 Hart Bldg. 302 Hart Bldg.
W.V.	Robert Byrd Jay Rockefeller	311 Hart Bldg. 109 Hart Bldg.
Wis.	Herb Kohl Russell Feingold	330 Hart Bldg. 502 Hart Bldg.
Wyo.	Malcolm Wallop Alan Simpson	237 Russell Bldg. 261 Dirksen Bldg.
Ala.	Howell Heflin Richard Shelby	728 Hart Bldg. 509 Hart Bldg.
Alaska	Ted Stevens Frank Murkowski	522 Hart Bldg. 706 Hart Bldg.
Ariz.	Dennis DeConcini John McCain	328 Hart Bldg. 111 Russell Bldg.
Ark.	Dale Bumpers David Pryor	229 Dirksen Bldg. 267 Russell Bldg.
Calif.	Dianne Feinstein Barbara Boxer	331 Hart Bldg. 112 Hart Bldg.
Colo.	Hank Brown Ben Nighthorse Campbell	716 Hart Bldg. 390 Russell Bldg.
Conn.	Christopher Dodd Joseph Lieberman	444 Russell Bldg. 316 Hart Bldg.
Del.	William Roth Joseph Biden	104 Hart Bldg. 221 Russell Bldg.
Fla.	Bob Graham Connie Mack	524 Hart Bldg. 517 Hart Bldg.
Ga.	Sam Nunn Paul Coverdell	303 Dirksen Bldg. 200 Russell Bldg.
Hawaii	Daniel Inouye Daniel Akaka	722 Hart Bldg. 720 Hart Bldg.
Idaho	Larry Craig Dirk Kempthorne	313 Hart Bldg. 367 Dirksen Bldg.
Ill.	Paul Simon Carol Moseley-Braun	462 Dirksen Bldg. 320 Hart Bldg.
Ind.	Richard Lugar Dan Coats	306 Hart Bldg. 404 Russell Bldg.
Iowa	Charles Grassley Tom Harkin	135 Hart Bldg. 531 Hart Bldg.
Kan.	Bob Dole Nancy Kassebaum	141 Hart Bldg. 302 Russell Bldg.
Ky.	Wendell Ford Mitch McConnell	173A Russell Bldg. 120 Russell Bldg.
La.	J. Bennett Johnston John Breaux	136 Hart Bldg. 518 Hart Bldg.
Maine	William Cohen George Mitchell	322 Hart Bldg. 176 Russell Bldg.
Md.	Paul Sarbanes Barbara Mikulski	309 Hart Bldg. 706 Hart Bldg.
Mass.	Edward Kennedy John Kerry	315 Russell Bldg. 421 Russell Bldg.
Mich.	Donald Riegle Carl Levin	105 Dirksen Bldg. 459 Russell Bldg.
Minn.	Dave Durenberger Paul Wellstone	154 Russell Bldg. 717 Hart Bldg.

Effort Under Way to Update International Shipping Accord

UN Organization Looks to Establish Minimum Standards for World's Seafarers

International efforts are under way to update a 1978 convention that established the minimum standards for certification, training and skills needed by seafarers around the world.

The International Maritime Organization (IMO), which was created by the United Nations in 1959 to improve safety at sea, has set a 1995 deadline for completing the work of representatives from more than 90 nations, including the United States, that recognize the treaty. Among the participants representing the U.S. in the meetings are the U.S. Coast Guard, maritime labor (including the SIU) and U.S.-flag shipping companies. The SIU also has observers monitoring and making recommendations during the

various work group meetings that are designed to modify the accord.

The IMO has charged its Subcommittee of Training and Watchkeeping to modify the 1978 International Convention on the Standards of Training, Certification and Watchkeeping to update and match training requirements with current and future technologies.

This action will allow the subcommittee to review such items as ensuring the fitness of watchstanders, basic training for seafarers, fatigue, work-hour limits, rest periods and the manning implications of convention changes. Because the present convention is 16 years old, the IMO believes the time has come to review it and bring it up to date

with current world practices.

Accidents Force Action

Pressures to review the document were brought to bear on the IMO in light of numerous maritime disasters that have occurred over the past several years which have been attributed to human error, including the January 1993 break-up of the Liberian-flagged tanker *Braer* off the coast of Scotland. The 797-foot vessel spilled 26 million gallons of oil into the North Sea when it went down during severe weather.

Subsequent to the *Braer* accident, IMO Secretary-General William O'Neil asked the subcommittee to prepare a review of the 1978 accord, which was the first worldwide attempt to set minimum standards and guidelines for the training and qualifications of mariners. In fact, the convention is the only international treaty to establish minimum standards for training and qualifying crewmembers for seagoing duty.

The convention, which was ratified by the United States in 1991, is organized into two parts: Articles and Annex. The Articles set forth the legal obligations of each state-party to certify seafarers' competence issued by other state-parties, except under strictly limited circumstances. The Articles also establish procedures by which the convention can be amended.

The Annex is divided into six chapters, containing specific technical regulations applying to training, certification and watchkeeping for seafarers. The chapters consist of general provisions, deck department, engine department, radio personnel, special tanker requirements and proficiency in survival craft.

The convention was amended in 1991 to account for new training requirements, such as those associated with the Global Maritime Distress and Safety System and to provide for controlled trials with automated and integrated systems.

Seeks Alternative Means

Whereas the original 1978 document deals only with training and qualification to hold recognized positions or titles for both licensed and unlicensed personnel aboard vessels, the subcommittee now is looking at alternative means to certify the same mariners by describing the functions each must perform to hold the position. Essentially, the updated convention will offer two systems for providing certification of vessel personnel: the traditional approach and the functional approach.

As the United States is a signatory to the convention, the merchant mariner documents and licenses held by American mariners are recognized by the IMO as meeting the criteria set

forth in the 1978 document. However, at all levels, the current standards for training and qualification that must be met by U.S. seafarers are much higher than those outlined in the convention.

The 1978 accord is aimed at eliminating inadequate, as well as supplementing, insufficient requirements among the shipping nations of the world. The act also provides developing countries who are in the process of building their own merchant fleets with internationally acceptable requirements and standards.

While doing this, the convention does not override the laws of nations like the United States if they maintain higher standards and qualifications.

However, SIU members could see a direct effect in increased training requirements in the form of practical examinations if and when the accord is modified during present talks.

The SIU not only monitors the work of the IMO's Subcommittee of Training and Watchkeeping to ensure that the interests of American seafarers are represented but also to work toward increasing the qualifications of the world's seamen, particularly those who are exploited by runaway-flag shipowners who skimp on standards by avoiding the more stringent laws and regulations of the countries with a strong maritime tradition.

Seafarers Approve 4-Year Pact With Penn Maritime



The SIU crewed tugboat *Dolphin* is the latest addition to the Penn Maritime fleet. Seafarers recently ratified a new four-year pact with the oil transportation company.

A new four-year pact that covers wages and benefits was approved last month by Seafarers sailing aboard Penn Maritime, Inc. tugboats and barges.

Members voted on August 17 in the Norfolk, Va. union hall in favor of the contract which will increase wages, provide outpatient medical care for their spouses and dependents and uncap the pension limit. The new agreement is retroactive to May 1. The SIU represents all crewmembers aboard Penn Maritime tugs.

A six-man negotiating team met with company officials on April 21 and July 14 to work on the contract. Representing Seafarers at the bargaining table were Tankerman Donald Douglas II, Mate James Kelly Jr., AB/Tankerman Donald Larsen, AB/Tankerman William Lee Matthews, Mate Glenn Wactor and AB/Tankerman

Robert Wooten. They were assisted by SIU Assistant Vice President, Lakes and Inland Waters Anthony Sacco and Norfolk Port Agent Mike Paladino.

Among the Penn Maritime vessels included in the contract is the company's newest tugboat, the *Dolphin*.

Built in 1973, the *Dolphin* recently was acquired by the company and refitted with an elevated bridge that will allow visibility when the tug is pushing a light barge. The 126-foot vessel is capable of 4,300 horsepower.

Penn Maritime is in the process of building two more tugs for its fleet. Both are capable of generating 7,000 horsepower. The first of the pair is expected to be sailing by early 1995.

The Norfolk-based company transports petroleum along the U.S. East and Gulf coasts.

Sheridan Crews Ratify New Three-Year Agreement

SIU members sailing with Sheridan Transportation have ratified a new three-year agreement that increases benefits and wages during the life of the pact.

Seafarers with the Philadelphia-based company will be able to receive outpatient medical care for spouses and dependent children under the new contract which is retroactive to May 1. The agreement also removes the pension cap for members.

The negotiating committee con-

sisting of Cook Ernest Gibbs, AB William Morris, AB Homer Shipes and Norfolk Port Agent Mike Paladino met with company officials in April and July to work out the details of the new contract.

Voting on the agreement took place in the Norfolk union hall on August 9.

Tugs and barges operated by Sheridan sail along the East and Gulf coasts carrying sugar, coal, iron and other materials. The vessels operate year-round.

Boatmen in Port Arthur Keep Up-to-Date

Boatmen from the Port Arthur, Texas area have been keeping up with the latest happenings in the inland industry as well as in the SIU through informational union meetings held every other month.

"These meetings have been very helpful," noted Captain Roy Golden, who sails aboard Higman Towing vessels. "We're able to take information back to the rest of the crew who are sailing and cannot attend."

The gatherings, which began in 1992, take place at the Ramada Inn on Highway 87 in Port Arthur. During the sessions, boatmen are able to discuss issues that affect them on the job, such as safety concerns.

The meetings also serve to update the members on the latest information about legislation pending in Washington, D.C. that deals with the inland industry and maritime as a whole.

Besides Higman, crews from Sabine Towing, Moran and Crowley also are among the crews represented at the meetings.

"I try to attend whenever I'm home," said Sabine Towing Engineer Kenny Moore. "I find the meetings useful."

"I'd encourage all the boatmen in the area to make the meetings,"

added Moran Captain Jim Zenos. "It's a good opportunity to meet other crews who may face similar situations and have found ways to deal with them."

The next meeting for Port Arthur area members is set for 2 p.m. on Wednesday, September 7. For more information, contact the SIU hall in Houston.



Boatmen from Higman Towing, Sabine Towing, Moran and Crowley discuss issues affecting the inland industry during a recent informational membership meeting in Port Arthur, Texas.

UIW Members March for Back Pay



Hundreds of members of the SIU's industrial division, the United Industrial Workers (UIW), last month turned out for a demonstration in the U.S. Virgin Islands. Along with fellow trade unionists, the UIW members, who are government employees, protested the Virgin Islands' inaction regarding the tens of millions of dollars owed to government workers on the islands of St. Thomas and St. Croix. The employees have legally binding contracts for retroactive pay increases, but thus far they have not received the scheduled raises.

Top Steward Certification Earned by Six Seafarers

Six Seafarers were recognized at the August membership meeting in Piney Point, Md. as graduates of the union's highest curriculum for galley gang members.

Radames Cosme, Toyo Gonzales, Patrick Helton, Brenda Kamiya, Robert Mosley and Ronald Tarantino successfully completed the five-week course.

At the graduation ceremony and in interviews with the *Seafarers LOG* prior to the membership meeting, each recertified steward expressed appreciation for being selected to participate in the course. Several also addressed the trainees in the audience during the meeting, encouraging them to upgrade often at the Paul Hall Center's Harry Lundeberg School of Seaman-ship.

"The career opportunities are here, but you have to earn it," Mosley told the trainees. "Don't expect it to be easy. You must apply yourself and do your best."



The six Seafarers graduating from the steward recertification course pose here with their instructor, Byran Cummings (far right). They are (from left, front row) Radames Cosme, Brenda Kamiya, Ron Tarantino, (back row) Patrick Helton, Toyo Gonzales and Robert Mosley.

The students in the recertified steward class studied a broad range of topics. They practiced various cooking techniques and baking applications in the Paul Hall Center's modern lec-

ture/demonstration facility; brushed up on shipboard sanitation procedures; studied mathematics relevant to the food service industry; engaged in cooking competitions including a chili cook-off; and honed their menu-planning skills and other galley management functions using computers.

Safety Emphasized

They also earned certification in first aid, CPR and firefighting procedures; studied communications principles and learning techniques; examined the movement toward healthier menus; and practiced making special sauces and dishes that are popular in specific regions of the world.

In addition, the new recertified stewards met for question-and-answer sessions with representatives from each of the union's departments. They spoke with officials from the SIU's collective bargaining department; governmental affairs department; welfare, vacation, training and pension funds; and the *LOG*.

Finally, they traveled to SIU headquarters in Camp Springs, Md. and to nearby Capitol Hill, where they spoke with Maritime Trades Department Executive Secretary-Treasurer Frank Pecquex about major legislative issues which affect the maritime industry.

Computers a Hit

With the wide range of activities on their agenda, most of the stewards listed the computer training which they received at the school as a course highlight.

"Learning to do spreadsheets and menu planning on the computer was very worthwhile," said Gonzales, a 13-year member of the SIU who sails from Seattle. "Also, it was great to redo CPR,

first aid and firefighting. Things have changed over the past 13 years, and I learned a lot from all of the instructors."

Kamiya, who joined the union 14 years ago, stressed that the class covers "many subjects that are major, direct parts of work on board a ship. There's no doubt this will help me improve my work."

"It has been educational and an honor to be part of this program."

Family Matters

Tarantino, who graduated from the trainee program in 1980 and who has upgraded several times, noted that his wife recently gave birth to a son, Vincenzo. "And I hope that he one day will go to the college of American merchant marines: Piney Point," said the elder Tarantino, who sails from the port of Houston.

Family life also was on the mind of Mosley. "I joined the Marine Cooks and Stewards in 1973 (five years before that union merged with the SIU's Atlantic,

Gulf, Lakes and Inland Waters District), and I just want to thank the SIU for everything," he said. "I'm married to a wonderful person, we have four kids, and the SIU has allowed me to support my family for 20 years."

'Beneficial' Course

Helton, who joined the union nine years ago and who sails from the port of San Francisco, said he found the course "very beneficial. I was able to improve my computer skills, refresh myself on safety training and get new ideas on healthy menus and how to prepare them."

Cosme, whose home port is Puerto Rico, summed up the class as being "thorough and helpful. I learned a lot, and I recommend to all Seafarers that upgrading is the way to go."



Listening to instructions is Ron Tarantino.



Robert Mosley prepares a pan of lasagna.



Radames Cosme (left) and Brenda Kamiya work together in the Lundeberg School's lecture/demonstration galley.



Patrick Helton (left) gets a culinary tip from instructor Ed White.



Patrick Helton practices his CPR skills on a dummy.



Brenda Kamiya cites the computer training as a course highlight.



The entire class completes a CPR drill, while instructor Byran Cummings observes their techniques.

Cruise Ship Seafarers Upgrade Skills in Onboard Classes

More than 100 SIU members who work aboard the cruise ships *SS Independence* and *SS Constitution* recently earned U.S. Coast Guard lifeboat certifications after taking an on-site course conducted by the Paul Hall Center's Lundeberg School of Seamanship.

SIU Patrolman Stephen Barry, then working as an instructor, directed the classes for two months (one month on each ship) while the vessels operated on their normal schedules around the Hawaiian Islands. He reported an outstanding pass rate on both ships.

"The members did very well. They really have to make an effort, because they're also working their regular shifts," said Barry, who graduated from the Lundeberg School in 1986 and who has upgraded many times. "Running the class aboard the ships is a convenience to the members, but I respect the fact that they work hard and they also put a lot into the lifeboat course."

The series of two-week classes covered shipboard safety, abandon-ship techniques, deep-water survival, raft drills, signal training, lifeboat and davit drills, written quizzes and more. The courses culminated with the

exams administered by the Coast Guard.

Barry, who worked as a carpenter-joiner on the *Independence* several years ago, pointed out that one benefit of conducting the courses aboard the *Independence* and the *Constitution* is that Seafarers train with the actual equipment they would use in case of an emergency, versus training with other gear.

Known among Seafarers as "Great White Ships," because of the clean white exteriors maintained by SIU deck department members, passengers aboard the *Independence* and *Constitution* look forward to the week-long cruises which include lavish entertainment and beautifully prepared and served meals.

Once aboard the ships, many passengers express appreciation for the crew's emphasis on safety. Lifeboat drills and other safety exercises are conducted each week and involve everyone aboard, including all passengers.

"I always tell our members, it doesn't matter what department you work in, you've got to know the emergency duties," said Barry, who also taught lifeboat and safety training aboard the cruise ships in 1992. "For Seafarers, the emphasis is always on safety."



Posing on deck are (from left, first row) Jacinto Salgado, Roy Robinson, Ramon Duran, Speros Mookas, Hitario Martinez, Paul Dellosso, (standing) Joe Marusak, Mohamed Saleh, Jan Tolentino, Thomas Hastings, Becky Warberg, Dan Gibbons, Demara DuFrene, Gilbert Black, Stephen Barry (instructor) and USCG Commander Ray Petow.



Completing the lifeboat course are (from left, first row) Mike Goldman, Red Borja, Abe Alvarez, (standing) Coast Guard Chief Mona Dubinka, Wes Smith, Omer Almakani, Mike Delacruz, Annthony Dragon, Eddie Hollister, Nassar Alomari, Coast Guard Chief Collins and Stephen Barry (instructor).



Following a drill, Eric Gray helps Marjorie Harris (left) and James Spittle release the grips.



Marjorie Harris (left) and James Spittle release the grips.



Roberto Flores (left) and Salehali Musead hone their lifeboat skills.



Crewmember Curtis Poland (left) gets a tip on lowering the lifeboat from instructor Stephen Barry.



Upgrading their lifeboat skills are (from left, front row) John Dacuag, Stephen Schaffer, Gamel Mufflahi, (standing) Coast Guard Rep. George Joy, Louis Guzman, Roman Genetiavo, Julie McDonnel, Daryl Spicer, Molly Kearm, Stephen Barry (instructor) and Coast Guard Commander Ray Petow.



Earning their U.S. Coast Guard-certified lifeboat tickets are (from left, front row) Charles Shippley, Salehali Musead, Roberto Flores, Jose Santos, (standing) Coast Guard Rep. George Joy, Curtis Poland, Anna Alexander, James Jones, Marjorie Harris, James Spittle, Mostafa Loumhari, Stephen Barry (instructor) and Coast Guard Commander Ray Petow.

Refrigeration Certification Courses Slated for Both Coasts this Month

The Paul Hall Center's refrigeration technician certification course is scheduled to be offered to Seafarers this month at the SIU halls in Norfolk, Va. and Wilmington, Calif., as well as at the center's Lundeberg School in Piney Point, Md.

Passing the two-day course, which is approved by the Environmental Protection Agency (EPA), will result in Seafarers obtaining EPA certification that is required for anyone involved in the repair and servicing of refrigeration equipment and air conditioning systems. The EPA regulation requiring such certification goes into effect November 14.

Lundeberg School instructors put together the refrigeration technician certification course—which also is available as part of all engine department upgrading classes—in order to prepare Seafarers for the EPA exam given at the end of the course. The first class took place in June at Piney

Point. In July, instructors began a lengthy schedule of offering the course at SIU halls throughout the U.S. and in Puerto Rico.

Course's Content

The first day of the class lasts from 8 a.m. until 4 p.m. During this time, students will go over the certification process, refrigerants and compressor lubricating oils, refrigerant handling safety procedures, refrigerants' impact on the environment, theories of refrigeration, pressure-temperature relationships and related laws and regulations.

The second day begins at 8 a.m. and lasts until 2 p.m. Among the topics covered are refrigeration servicing, handling small appliances, working with high- and low-pressure equipment, and conversion of equipment using chlorofluorocarbon (CFC)-based refrigerants.

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

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

The third group of 25 questions refers to high-pressure refrigerants. Passing this part, along with the basic section, leads to Type II certification.

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

Passing all four parts leads to Universal certification.

Universal Encouraged

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

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

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

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

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



After November 14, Seafarers holding EPA refrigeration technician certification will have priority for certain shipboard jobs. Above, Seafarers in Mobile, Ala. prepare for the exam that leads to certification.

EPA-Certified Seafarers Have Shipping Priority

According to regulations stemming from the Clean Air Act Amendments of 1990, anyone who handles refrigerants must be certified to do so by the U.S. government by November 14.

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

For Seafarers involved in the repair and servicing of refrigeration equipment and/or air conditioning systems, the new government regulations mean they must pass an Environmental Protection Agency (EPA)-approved refrigeration technician course by the deadline.

Proof of holding the certification will not be mandatory when a Seafarer registers for employment at a union hall. However,

when throwing in for a shipboard job which includes duties of handling refrigerants, members will have to show whether they possess such certification (indicated by an EPA-approved card issued through the Lundeberg School).

Seafarers who are on a ship during the November 14 deadline are asked by the SIU to obtain certification as soon as possible after they sign off the vessel. The Lundeberg School will offer its refrigeration technician certification course at two SIU halls in December, and the school also periodically will host the two-day class at the Paul Hall Center in Piney Point, Md.

The recent action of the SAB (no. 374) assures that companies which are signatories to a collective bargaining agreement with the SIU will be in compliance with the new EPA regulations. Violations of the regulations addressing refrigeration technician certification can range as high as \$25,000.

1994 REFRIGERATION TECHNICIAN COURSE SCHEDULE

DAY	DATE	LOCATION
Wed.-Thu.	Sept. 7-8	Piney Point, Md.
Tue.-Wed.	Sept. 13-14	Norfolk, Va.
Thu.-Fri.	Sept. 15-16	Norfolk, Va.
Tue.-Wed.	Sept. 27-28	Wilmington, Calif.
Thu.-Fri.	Sept. 29-30	Wilmington, Calif.
Mon.-Tue.	Oct. 3-4	San Francisco
Wed.-Thu.	Oct. 5-6	San Francisco
Tue.-Wed.	Oct. 11-12	Seattle
Thu.-Fri.	Oct. 13-14	Seattle
Wed.-Thu.	Oct. 19-20	Honolulu
Fri.-Sat.	Oct. 21-22	Honolulu
Tue.-Wed.	Nov. 8-9	Port Everglades, Fla.
Thu.-Fri.	Nov. 10-11	Port Everglades, Fla.
Wed.-Thu.	Nov. 16-17	San Juan, P.R.
Fri.-Sat.	Nov. 18-19	San Juan, P.R.
Tue.-Wed.	Nov. 29-30	Algonac, Mich.
Thu.-Fri.	Dec. 1-2	Duluth, Minn.
Tue.-Wed.	Dec. 6-7	St. Louis

Seafarers Say Preparation Is Key to Passing EPA Exam

Hundreds of Seafarers have taken the Paul Hall Center's refrigeration technician certification course since the center's Lundeberg School of Seamanship began offering the two-day class in late June.

Available both at the school and at SIU halls throughout the U.S. and in Puerto Rico, the course is designed to prepare Seafarers to take the Environmental Protection Agency (EPA) exam for refrigeration technicians. The test is given to SIU members immediately after the second day of the course.

Last month, the class was conducted at the SIU halls in Jacksonville, Fla.; Mobile, Ala.; and New Orleans. (At press time, the first of two courses scheduled for

the Houston hall had begun.)

Like those who took the course earlier in the summer, the SIU members who attended the classes last month reported that a great deal of information is covered. They echoed instructors' recommendations that students prepare for the course by purchasing and studying the book "Refrigerants and the Environment," which is available through the Paul Hall Center and at SIU halls.

Additionally, while the EPA has found that the Lundeberg School's course has the highest pass rate among the many refrigeration technician certification classes available, Seafarers stated that the four-part test is difficult. (The school's pass rate is 85 percent, compared to the national average of 50 percent.)

"It's a lot to grasp," said Electrician Irwin Rousseau, 47, who took the class in New Orleans. "The instructor (Eric Malzkahn) is outstanding, but because there's so much information to absorb, I think anybody who's taking the course must have the book in advance. The book answers a lot of questions ahead of time, and there are sample quizzes after each chapter. That helped me."

Larry Cochrane, who also sails as an electrician, pointed out that although "Refrigerants and the Environment" will be available to all students during the two-day course, obtaining the book in advance allows a Seafarer



Brushing up on the latest information about refrigerants are (from left) tugboat engineers Spike Miller, Stan Mercer and Willie Petway, at the Jacksonville SIU hall.

not only to prepare for the class, but also to keep it for future reference.

"With a two-day course, it's almost impossible to learn and remember everything. But I'll be able to go back through the book later, anytime I have a question or I'm not sure about something," said Cochrane, who took the class in Mobile.

He also gave high marks to the free workbook put together by Lundeberg School instructors. The workbook is part of the course material; it is distributed at the start of the class, and Seafarers may keep it. "If you study in advance, pay attention to the instructor during the day and then review your reading material at night, you can do

well on the test," concluded Cochrane.

Commends Union

Electrician Gerald Payne said he appreciated the fact that the course was available at the Jacksonville hall, which is within driving distance of his home. He also praised the instructors for compiling such a thorough class.

"I think these on-site classes are a great thing for the union, and the class itself is very comprehensive," stated Payne, who earned Universal certification. "The subject was well-covered, and I really got into the book. I bought it a couple of weeks before the class and I think it will help me in the field. Without it, I wouldn't have had a chance (of passing the

exam)."

The Mobile class included at least one student who is familiar to Seafarers who sail from that port. SIU Port Agent Dave Carter signed up for the course and earned Universal certification.

"It was a chance to learn, plus it will help me communicate with refrigeration guys when they come to the hall to talk about their jobs," said Carter, who last sailed as a towboat operator and tanker-man.

He indicated that preparation was the key to passing the exam. "The \$25 it cost me for the textbook was well-spent. I got \$1,000 worth of knowledge from it."

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

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



QMED Miguel Rivera uses the workbook to prepare for the EPA test in Jacksonville.

Seafarers March in Support of Nigerian Unionists

AFL-CIO Rally Calls for Democracy, Release of Jailed President

SIU members joined with other trade unionists from America and Nigeria last month in a show of unity for striking Nigerian oil workers.

Waving signs, marching and chanting in unison in front of the Nigerian embassy in Washington, the demonstrators were protesting the wrongful deposing of Nigerian oil union officials by the Nigerian military junta and the jailing of the man who lawfully was elected by Nigerian citizens to lead the nation.

Nigeria is the most densely

populated country in Africa. It achieved independence in 1960 but has been subject to military rule for most of the past 34 years.

On June 12, 1993, Nigerians voted for a return to civilian rule by electing Moshood Abiola. But the military declared the election results null and void, and kept their own people in power.

They banned independent media and most democratic institutions and eventually arrested Abiola and charged him with treason.

Effective Strike

Since August 2, members of Nigeria's two major oil unions (NUPENG and PENGASSAN) have been on strike, along with the other 39 affiliate unions of the NLC. They are withholding their work to protest the aforementioned firings and jailings by the military, along with the failure to recognize the election results.

Last month, the military government of General Sani Abacha fired the oil union leaders and ordered the workers to return to their jobs. But the trade unionists have defied the directive.

At press time, the union officials reportedly had gone into hiding and claimed that government security agencies were trying to arrest them.

As oil accounts for 90 percent of the country's export earnings, the unions' strike has effectively shut down much of the nation's commerce, both internal and external.

SIU Shows Support

Seafarers said they were proud to back the oil workers and were hopeful that the rally would cause Nigeria's military government to realize that their actions will not be tolerated.

"The military needs to back off and let Abiola assume power and run a democracy," said Monroe Monseur, an eight-year member of the SIU who sails in

the engine department. "I thought it was a good demonstration and I was proud to be here."

Fermin Morin, who also sails in the engine department, said he believes "we got our point across today. We let the current government know that Nigerians and Americans alike won't put up with how they're running things."

Upgrader Jim Gibson noted that the SIU was well-represented at the demonstration, which spilled over onto the sidewalk across the street from the embassy. "It shows that the SIU cares about fellow workers, not just in this country but all over the world."

Meanwhile, for fellow upgrader Jorge Bonelli, the rally was a chance not only to support Nigerian trade unionists, but also to "help build on my loyalty to the labor movement. I feel this was a step forward in my union education, and I was glad to be here."

Needed: A Peaceful Change

After the march, the protesters gathered in front of the embassy, where they were addressed by representatives from the NLC.

John Sweeney, president of the Service Employees International Union, then presented a letter from AFL-CIO President Lane Kirkland to a representative from the embassy. The letter, addressed to the military government, demanded the release of all political prisoners and allowance for a peaceful transition to democracy. It also warned of possible economic sanctions against Nigeria if the current government



Seafarers join fellow trade unionists and representatives from the Nigerian Labour Congress at a rally August 25 outside the Nigerian embassy in Washington. They were protesting actions by the military government of Nigeria.

fails to comply.

Nigerian advocates for democracy distributed informational leaflets during and after the rally. One flyer from the Nigeria-based "Campaign for Democracy" described last year's elections as "widely acclaimed by both local and international observers to be the freest and fairest in the history of elections in Nigeria. It was an election in which 14 million Nigerians defied ethnic, religious and geographical sentiments to express their will, thereby setting a new dawn in Nigeria's long search for genuine participatory democracy and unity."

"The subsequent annulment of the elections conducted under

rules set by the military themselves was... criminal."



Orlando Dunaletly (holding sign) shows his support for democracy in Nigeria. Also demonstrating is John Kannuck (right).

AFL-CIO Opposes Mitchell Bill; Health Care Reform in Jeopardy

As the Senate recessed last month without passing a health care reform bill, leading to widespread speculation that comprehensive reform will not happen this year, the AFL-CIO said that postponing congressional action is preferable to hurriedly passing a flawed plan such as the one sponsored by Senate Majority Leader George Mitchell (D-Maine) or the one proposed by the so-called "mainstream coalition" of senators.

The federation of American trade unions, of which the SIU is an affiliate, reinforced its support of the main principles in the bill sponsored by House Majority Leader Richard Gephardt (D-Mo.) and also highlighted the many problems contained in the other proposals.

Running Out of Time

Congress will be back in session on September 12. But with incumbents anxious to campaign for November elections, and considering both the complexity of the health care debate and the lack of consensus among lawmakers on any particular plan, it appears very doubtful that sweeping changes will be enacted before this session ends.

At a news conference last month, AFL-CIO President Lane Kirkland stated that the federation backs the components in Gephardt's bill which call for comprehensive, irrevocable coverage for all U.S. citizens

(universal coverage), mainly financed via a requirement that all employers pay at least 80 percent of the health care premiums of their employees (known as an employer mandate). The House bill also includes provisions for cost containment.

"It is a very strong, comprehensive proposal that would give working people the health care reforms they've sought for so long," Kirkland said.

Flawed Plan

By contrast, the Mitchell plan would not achieve universal coverage, the AFL-CIO noted. In its current form, the bill calls for a conditional, delayed employer mandate that exempts many businesses and covers only half of employees' premium costs.

It also would tax health benefits whose premiums exceed a certain rate of increase, amounting to a double penalty against workers who have sacrificed wage increases to maintain comprehensive medical coverage.

Kirkland noted that, under the Mitchell plan, businesses that do not provide health benefits "would be free to continue off-loading the cost of their employees' health care onto the backs of those plans and employers that do provide health care."

The federation had even sharper criticism of the alternative plan put forth by the group of Republican and Democratic

senators that call themselves the "mainstream" group, citing the following (and other) problems:

- It would not expand health care coverage.
- It does not include effective cost containment mechanisms.
- By placing a tax cap on employer deductibility, it would provide incentive for employers not to offer health benefits for their workers.
- It would allow for the continuance of cost shifting, whereby insured citizens are saddled with the cost of not only their own medical care, but also that of the uninsured (such as emergency room visits).
- It would tax benefits that exceed a certain standard.

"The limit on employer deductibility and the taxation of cost-sharing supplemental plans amount to a huge new tax on middle-income Americans," Kirkland said. "The 'mainstream' plan does nothing—no universal coverage, no employer mandate, no cost containment."

The AFL-CIO has vowed to continue fighting for the principals it supports in the health care debate, for as long as it takes to get comprehensive reform enacted.

If and when each body passes a bill, a House/Senate conference committee then will forge a final version which is returned to each chamber for a vote.



Monroe Monseur hopes the rally will pressure Nigeria's military government into honoring the results of last year's democratic election in that nation.



From left, Craig Reid, Scott Abramson and Brian Hulstrom call for the release of political prisoners in Nigeria.

The U.S. merchant marine was a major carrier of ammo, chow, fuel and replacements to the U.S. armed forces during World War II. Although we lost well over 200 ships, and our casualty rate was exceeded only by that of the Marine Corps, there were always plenty of volunteers in every rank and rating to man the ships. It took many trips by our merchant ships to supply the troops; the following is the story of just one of them.

Before this voyage, I heard that the *USS Houston*, my assignment as a Marine for two years and 12 days, had been sunk with all hands. Later, the *SS Alcoa Pathfinder*, which I had sailed on in April 1942, was sunk five days after I got off her. In July, the *SS Pan Florida* came under attack while I was aboard. I was on the operating platform in the engine room and couldn't see what was going on. The deck plates kept bouncing up about two inches from the concussion as the depth charges exploded nearby.

In October, I sailed for the South Pacific on the *SS Del Brasil*. Guadalcanal had been invaded by the 1st Marine Division on August 8.



Guadalcanal, 1942

October 16. *SS Del Brasil*, Delta Line—combination passenger and cargo. Departed San Diego 1300 for Noumea, New Caledonia. The convoy includes freighters, a couple of tankers, several troop ships and APA's, a light cruiser and some destroyers. The *Del Brasil* is transporting personnel from a Marine air group while combat gear, ammo and food fill our holds to the top. We have 16 torpedoes lashed on deck amidships. For armament, the ship carries a 5-inch 38 aft, four 3-inch anti-aircraft guns and four 50-caliber machine guns.

The convoy commodore signals to the rest of the convoy with an incessant blowing of the ship's steam whistle. This brings forth some merriment and not a few caustic remarks. Each ship has to repeat the signal on their own whistle. This goes on at all hours, day after day and night after night. Imagine the sight of a large number of ships in mid-ocean, tooting away for all they're worth, as though they are in a traffic jam in San Francisco Bay.



The Marines have exercise periods on deck every day, and during the past few days they have been having small arms practice with their '03 rifles, pistols and the new Rising submachine gun. I checked one over a couple of days ago, but as an old 1st-squad BAR man, I don't think much of it.

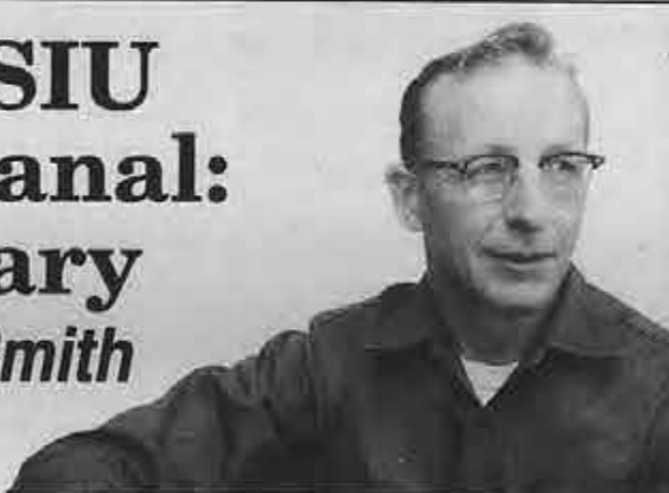
November 3. Arrive Noumea 1800. There are a large number of ships here, including a freighter with a hole in its No. 4 hold that blew out the hull plates on both sides. It looks like you could row a boat completely through the ship.

November 7. 1730 weighed anchor and got under way for Espiritu Santo at 0930. We have an aircraft carrier and two destroyers as escort.

November 9. The aircraft carrier suddenly came about hard left, off our port bow, and the destroyers turned to protect her. Our gunnery

With the SIU at Guadalcanal: A War Diary

by James M. Smith



Pensioner James M. Smith joined the SIU in Baltimore in August 1939 right out of the Marine Corps as a corporal and as an expert of 50-caliber machine guns. The depression was still on, however, and there was little work for machine gunners, so it was an easy jump from corporal to wiper on the Bull Lines' SS Maria which operated on the East Coast between New York and Puerto Rico. The pay was \$55 per month.

In September of that year, the Germans were attacking their neighbors, and the buildup for WWII was under way. Until that time, the only ships that carried electricians were passenger ships, but now the first of the "C" type ships had

come on line. As a Marine, Smith had taken a course in basic electricity and so was well situated to take advantage of the opportunity to take the U.S. Commerce Department exam (there was no Coast Guard in those days) for an electrician's endorsement.

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

During part of his seafaring years, he kept a journal. What follows is Part I of his narrative from aboard the SS Del Brasil. The remaining part of Brother Smith's diary will appear in a future issue of the LOG.

officer, Lt. (jg) Kraft, USNR, sounded General Quarters and all hands manned their battle stations. As chief electrician, my station is on the main generator platform in the engine room, so I never know what's going on topside. This time, nothing came of the contact, and as we are turning 106 RPM, we were soon out of range.



Last night, the mate on watch called me to check out an electrical circuit on the bridge. I went by the port AA gun as the watch was relieved. I overheard the man going off duty tell his relief to "keep a sharp lookout for aircraft, surface craft and Mister Kraft."

November 10. Arrived Espiritu Santo 1600. A few days before our arrival, the *SS President Coolidge* ran into one of our own mines and sank. There were only five men lost, but the troops lost all their combat equipment. Another victory for the Japs.

November 11. Armistice Day. Today we moved the ship around the island and anchored off the fighter strip. The base is scattered in the surrounding coconut groves—dispersal is the order of the day: here a tent, there an anti-aircraft battery, over there a few dozen cases of ammo, beyond that an aircraft. There is good reason for that. Espiritu Santo is an island about 40 miles wide and 120 miles long in the northern part of the New Hebrides group. It is now our forward base, something less than 400 miles from Guadalcanal, or about two hours by bomber.



November 12. Today we began discharging cargo onto diesel-driven barges, the Marines doing the work of stevedores and doing it well (just like they always do). There are some Navy construction battalion men here, but they have more work than they can handle and don't seem to be very well organized yet. Though we are happy to see the cargo moving, as an ex-Marine, it bothers me to see combat-trained Marines doing longshoremen's work. Kind of

reminds me of the boxcars full of five-gallon cans of paint I had to unload at P.I. when I was a boot.

November 13. Off duty today, so I went ashore to visit the Marines at the fighter strip. Unlike the aircraft in the States, these are not spic and span and shiny. The crews keep them in perfect condition, mechanically, but they're streaked with dirt and oil, and there are powder burns around the muzzles of the guns. Some of them have little Rising Sun flags painted under the pilot's cockpit.

As I was standing there talking to the ground crew, a group of pilots walked out. They climbed into their planes and taxied slowly among the coconut trees to the strip. There, some Marines installed two bombs under the wings, one on each side, then the whole squadron took off with a roar. Flashing out over our ship, they banked and headed north. An hour and 40 minutes later, they came in, clambered nonchalantly out of the ships and strolled over to the mess tent for chow. The bombs were gone.

The sandflies over on the island are ferocious and land on you in swarms. After a few hours you don't notice them so much—you can get used to anything, I guess. There is plenty of fresh water near the base but, although water is rationed on the ship, we haven't any way of getting it out here since we're anchored in the channel



about a mile from the beach. Still, we have had some fine times swimming in a deep, fresh-water pool near the end of the airstrip.

I have seen only half a dozen natives. Most of them moved back into the fastness of the jungle-covered mountains upon the arrival of our fighting forces. The few who have stayed behind keep to themselves and live in thatched-roofed huts. They are large people, physically, even the women stand about six feet tall, and they're all black as coal. From what I hear, the ones living in the mountains are not at all averse to chopping off a person's head for a souvenir. Well, I didn't lose anything back in "them tar hills"—the Japs are enough for me for now.

November 18. Went ashore and hitched a ride in a jeep down to the bomber strip. It is built on the

same general plan as the fighter strip, only larger. From here the Marines make daily attacks on the enemy to the north. The Marine sergeant driving the jeep didn't believe in wasting any time, so it was a jarring, neck-spraining ride for about five miles through the coconut palm groves. We bounced without warning onto the bomber strip, right into the wake of a squadron of B-17s just taking off. About five minutes later, I got the dust out of my eyes. I looked around at the rows of bombers, fighter aircraft and the mile-long metal strip with its operations tower alongside. I spent the afternoon talking to the officers and men, and listening to their remarks about their combat experiences with as much nonchalance as I could muster. I still feel like a Marine, and I envy them.



It seems the closer you get to the actual fighting, the fewer Stateside regulations are enforced. I wanted to see inside a bomber under actual wartime conditions, and the crew chief said, "Go ahead." I crawled through the hatch on a B-24. There isn't a bit of wasted space in one of those bombers and, brother, are they built to fight! In metal racks on both sides, fore and aft, are 50-caliber machine gun ammo, and there's a gun mount beside each Plexiglass blister with a machine gun lying beside it. There is a tommy gun in a rack over the hatch to the tail-gunner's position. There are also bomb racks, instruments and oxygen supply. Up forward is an array of machine guns in the nose.



This gang is sure a bunch of souvenir hunters. I even saw one guy with a Jap bicycle. I haven't been able to get any of the Jap occupation money floating around. Liquor is at a premium down here as these boys haven't had anything to drink for months. For a quart of scotch, you can get a Jap pistol or an officer's sword. Unfortunately, I'm fresh out.

While I was there, some DC-3

ambulance/supply planes came in carrying wounded Marines. They were all young fellows, about 18 to 20 years old, except for one red-headed sergeant who said how unlucky he was to get hit just when he was going good.

November 29. Weighed anchor, moved the ship back around the island to the main supply base and tied up alongside the *SS Lipscomb Lykes*. We have some bombs and other cargo for Cactus on board and also some for a Marine squadron at White Poppy, so we could go either way. ("Cactus" is the code word for Guadalcanal and "White Poppy" is Noumea. This base at Espiritu Santo is "Button.") There is some scuttlebutt that we are going on up



to Cactus, which I hope is true. There hasn't been much action around this area except for a few rounds from a Jap submarine—harassing fire only. There have been several air warnings but nothing has gotten through so far. The Jap bases are up north at Bougainville Island in the Northern Solomons. Sometimes a squadron of Marine aircraft will leave here, stop at Cactus overnight, then hit their targets early the next morning and be back here in time for chow.

December 1. We are transferring all our White Poppy cargo to the Lykes ship and loading all Cactus cargo. There is a rumor that we may make a few shuttle runs between here and Cactus as we are the most heavily armed merchant ship in the area. What we lack in fire control equipment, our gun crews make up for in enthusiasm.



December 2. Stayed in bed all day with an attack of malaria—been taking atabrine 'til my ears are ringing. Read in the "Deep Water Dispatch," our radio newsheet, that some of the crew of the *Alcoa Pathfinder* made it to shore at Laureço Marques after being sunk by a German sub. The old man, Captain Dunke, may have been a good seaman, but he never said a pleasant word to anyone. On the other hand, Chief Engineer Hardwick was one of the finest men I ever sailed with. I wonder why it is that you very seldom find a good skipper and a good chief engineer on the same ship.



December 4. Over at the bomber strip yesterday afternoon, a P-40 came in and cracked up on the runway. It was a total loss. Then last night a DC-3 was taking off for Cactus with a load of grenades and small arms ammo when he clipped a gasoline truck. The aircraft crew and the truck driver all got out unhurt and ran like hell as the whole mess was beginning to burn. They had just gotten clear when the grenades started exploding. What fireworks!

The remaining part of Brother Smith's diary will appear in a future issue of the Seafarers LOG.

Twenty-four hours a day, boatmen aboard Orgulf tugboats know they must be ready to answer the call of duty.

The crewmembers who work on the *Twin Cities* and *John D. Geary* keep a vigilant watch for waterway obstructions while checking on the lines that connect barges loaded with mulch, coal, grain and other dry cargo during voyages along the Mississippi River and its tributaries.

"A problem can happen at any time," notes Lead Deckhand **Matthew Diehl** of the *Geary*. "That's why it's important for the crew to stay alert and discover a situation before it becomes a problem."

Zolly Person, lead deckhand aboard the *Twin Cities*, agrees. "The river is always changing. Day or night, we have to be ready to handle anything."

The concern for safety does not lessen when the tugs and their barges enter the company's staging area in Moore's Landing, Mo.

The smaller boats that operate only on the upper half of the Mississippi release their barges and tie up with a new set to sail toward Minneapolis and St. Paul, Minn. as well as the Ohio and Illinois rivers. Along these waterways, Orgulf tugs can push up to 15 barges.

The larger tugs take over the chores on the lower half of the Mississippi—directing barges to and from Memphis, Tenn., Baton Rouge, La. and New Orleans. Because the lower river channel is wider, boats are able to operate with as many as 35 barges.

The crews aboard the *Twin Cities* and *John D. Geary* inspect and secure all loads and lines before departing the staging area. Because of scheduling demands, these procedures can take place at any time.

"We're just as safety conscious at night during inspections as we are during daylight," Person adds.



Completing paperwork is *Twin Cities* Cook Monzelle Niles.



Lead Deckhand **Zolly Person** keeps safety on the *Twin Cities* a priority.



Keeping an eye on the Deckhand **Vanceno Rush** is Chief Engineer **Alan Hornick**.



Utilityman **Troy Ingram** is arriving for a meeting aboard the *Twin Cities*.



Catching a night lunch aboard the *Geary* is Utilityman **Troy Ingram**.

Day or Night, Orgulf Crews Stand Ready



Ready to inspect lines on the *Geary* is Deckhand **Charles Amos**.



Utilityman **Lloyd Shelton** searches for problems on the *Twin Cities* deck.



Lead Deckhand **Matthew Diehl** has the *John D. Geary* ready to shove off.



Overseeing night deck operations on the *Twin Cities* is Mate **Dave Owens**.

Maintenance Helps Keep Reiss Sailing After 50 Years



Deckhand **Joe Schmanski** greases a pulley aboard the self-unloader.

Meticulous care and "sweet water" have helped keep the *Richard Reiss* sailing on the Great Lakes for 50 years. Even between jobs of loading or unloading rock, salt and ore, Seafarers aboard the *Reiss* have no time to slow down as they maintain the laker's equipment.

Deck department members can be found all over the *Erie Sand Steamship Company* vessel, lubricating pulleys, testing safety gear and inspecting lines—as well as the usual chipping and painting.

Procedures in the engineroom are no different. QMEDs and wipers constantly monitor the ship's diesel engine and conveyor belt to make sure operations will not be slowed by a

mechanical problem.

Besides preparing meals for the entire crew, the steward department also has its share of duties in the galley. Cookware, utensils, counters and appliances must be kept spotless so there will be no hitch when it comes time to cook.

During the Great Lakes sailing season, the *Reiss* can be found in any number of ports delivering or picking up cargo. The self-unloader is designed to be able to dock at either established terminals or inlets with only concrete bollards and bits on site for tying up.

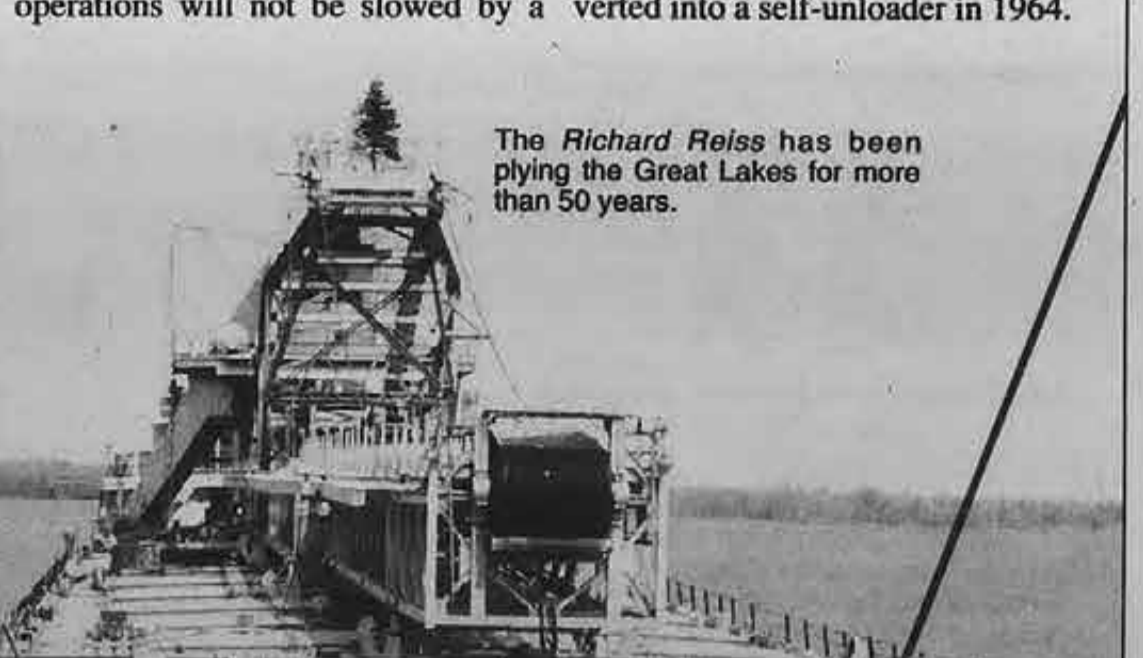
The vessel began sailing as a bulker on the Lakes in 1943 and was converted into a self-unloader in 1964.



Maintaining the dishwashing equipment is the job of Porter **Musleh Mohsin**.



A little lubricant applied by AB/Deckwatch **Kevin Bleau** keeps the *Reiss* operating smoothly. Deckhand **Roger Bachik** watches.



The *Richard Reiss* has been plying the Great Lakes for more than 50 years.



Reporting for duty aboard ship is AB **Gregory (Joe) Vliek**.



Second Cook **Paul Paton** takes a menu order.



Deckhand **Roger Bachik** assists with chores.



Standing by to help is Deckhand **Leonard Tomas**.



Patrolman **Ken Horner** looks for material requested by **Gateman David Hubbard** during a shipboard meeting.



Patrolman **Ken Horner** looks for material requested by **Gateman David Hubbard** during a shipboard meeting.



Soon Steward/Baker Howard Williams will make this 8½ pound fish a main course.



Fruit salad and cake are on the holiday menu.



Preparing the chilled fruit bar is Steward/Baker Howard Williams.



QMED Andy Harris adds a 4-pound fish to the Patriot's menu.

Fresh Fish Makes Patriot Holiday At Sea Special

Being thousands of miles away from home and off the coast of another continent could not stop the crew of the *MV Patriot* from holding an Independence Day celebration at sea.

The Vulcan Carriers tanker was en route to Antofagasta, Chile when July 4th hit the calendar. The galley gang of Steward/Baker **Howard Williams**, Chief Cook **Daniel Payne** and GSU **Julian Mendoza** were able to create a special meal, thanks to some off-hours work by other crewmembers.

Williams, in passing the accompanying photographs to the *Seafarers LOG*, related that fishing was particularly good off the vessel on July 2. That day, several of the crew caught a mahi-mahi family fish known as dorado.

The steward department took over from there, preparing the white fish as the main course along with salads, desserts and other items for the celebration.

"We always try to make holidays special when we are at sea, away from families and friends," noted Williams. "Having the fresh fish made this year's Fourth of July even better."



One serving of the white fish is prepared by the Patriot galley gang.



Chief Cook Daniel Payne brings soup from the chill box (above in circle) and readies the grill for the holiday celebration.



Crewmembers line up for the holiday fare. From left are GSU Julian Mendoza, AB Carlos Spina, Steward/Baker Howard Williams, Bosun Ralph Gibbs, Chief Cook Daniel Payne and AB Dan Gaylor.

Seafarer Families See Global Mariner Firsthand



Bosun Kevin McHoul relaxes after enjoying the barbecue.



As OMU Bob Ivanauskas prepares to eat, others make their way through the serving line.



Posing on the *Global Mariner's* deck are (from left) OMU Bob Ivanauskas, SA T.W. White, SA William Pettaway and OS Steve Keville.



Proud of their work for the celebration are SAs Jimmy Sims (left) and William Pettaway.



There was plenty of food for the families and friends of the *Global Mariner* crew.



SIU hawsepiper John Logan, 3rd asst. engineer, enjoys the picnic.



Capt. Mike Kelley (right) inspects some of the pastries prepared by Chief Steward Brian Gross and Cook/Baker Cheryl Neff.

Families and friends of Seafarers who work aboard the *Global Mariner* got to see firsthand what life is like aboard that vessel while it was tied up in Baltimore over the Independence Day holiday.

Crewmembers had the deck of the Transoceanic Cable Ship vessel decorated in red, white and blue as the company held an open house to allow crewmembers to show off where they work. Nearly one hundred people took advantage of the hospitality. The galley gang of Chief Steward **Brian Gross** met the challenge.

"It was a wonderful celebration," noted Baltimore Port Agent Sal Aquia, who was invited and provided the *Seafarers LOG* with the photos for this

story. "There were families and children all over and plenty of good food, thanks to our crew."

Gross gave plenty of credit for the way the day turned out to the steward department. Working together to make sure everything proceeded without a hitch were Chief Cook **Kevin Marchand**, Cook/Baker **Cheryl Neff** and Steward Assistants **T.W. White**, **Jimmy Sims** and **William Pettaway**.

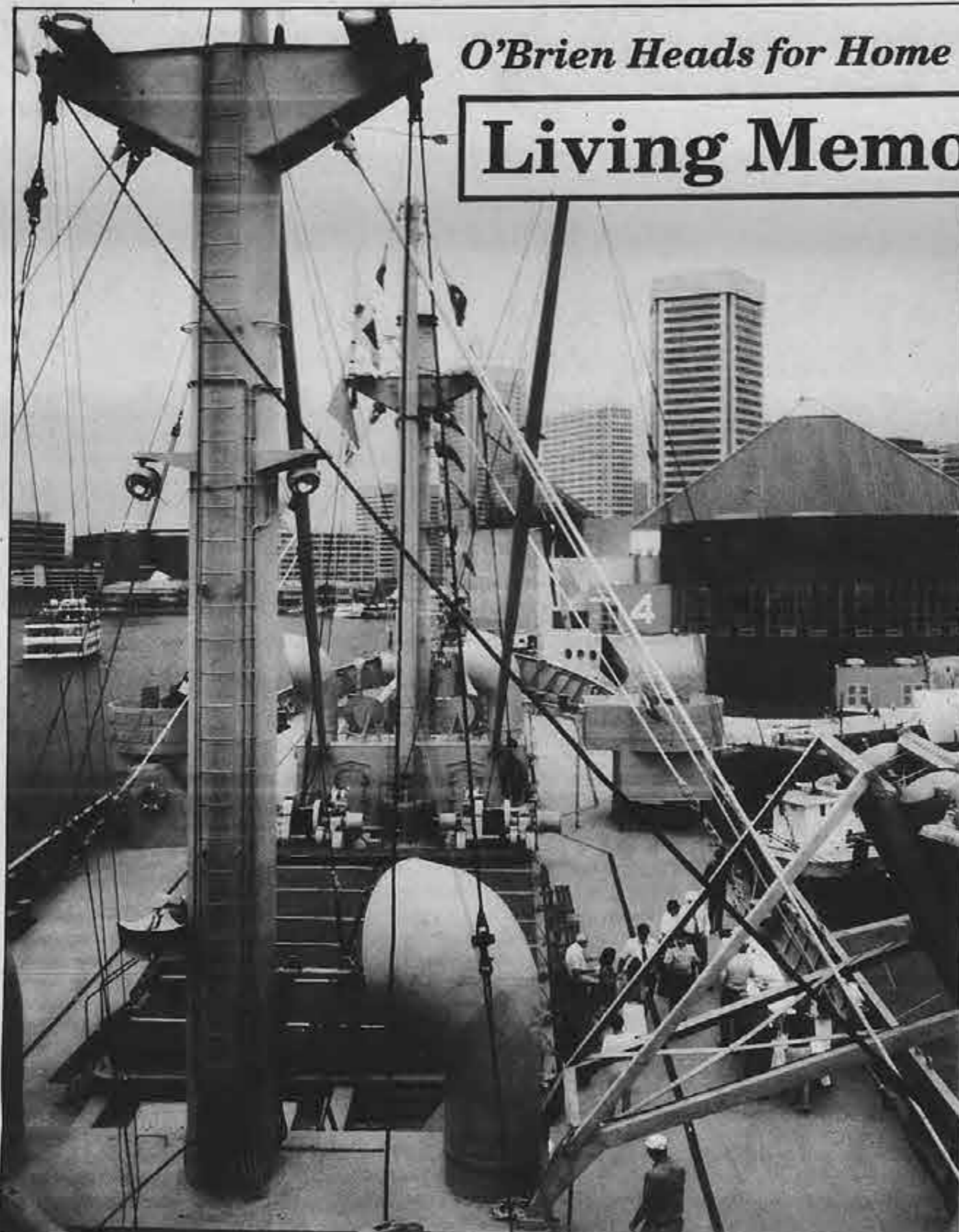
Among the wide variety of entrees offered by the galley gang were steaks, ribs and chicken as well as vegetable and fruit salad bars. To entice those with a sweet tooth, the crew baked cookies, cakes, pies and other treats. For anyone still able to move after eating, tours of the cable ship were available.



Bringing food from the freezer to the galley are Chief Cook Kevin Marchand (left) and SA T.W. White.

O'Brien Heads for Home

Living Memorial to WWII Mariners Triumphantly Returns from Normandy



See page 16 for additional coverage of the Jeremiah O'Brien

Above: The Jeremiah O'Brien was open to the public during a recent four-day stop in Baltimore. The vessel is scheduled to return to its home port of San Francisco in late September or early October

Fresh from a tour of Europe in which it represented the American merchant marine's role in D-Day, which happened 50 years ago on June 6 of this year, the World War II-era Liberty ship Jeremiah O'Brien last month visited several East Coast ports while en route to its home berth in San Francisco.

Dignitaries and other visitors turned out in Portland, Maine; Baltimore; and Jacksonville, Fla. for ceremonies honoring the O'Brien's crewmembers and recognizing the overall contribution of the U.S. merchant marine in World War II.

Congresswoman Helen Bentley (D-Md.), a longtime advocate of the U.S.-flag merchant fleet, sponsored legislation which helped enable the O'Brien to go to France and England for the massive D-Day ceremonies earlier this summer. Last month in Baltimore, standing next to the 51-year-old vessel, which is on the National Register of Historic Places, Bentley reflected on the consistent showing of the American merchant marine.

Many Lives Lost

"Thousands gave their lives in World War II, and thousands more served from the beginning of the war to the end," she stated to a crowd of about 200, as well as to the O'Brien crew and dozens of active and retired SIU members who were on hand for the ceremony. "The war could not have been won without them."

Appreciation for the U.S. merchant marine's vital role in past efforts, as well as recognition of the critical need to maintain a strong American-flag fleet now and in the future, also were echoed by other speakers in Baltimore, including Deputy Maritime Administrator Joan Yim and Rear Admiral Thomas Patterson (U.S. Maritime Service, Ret.). They emphasized that history repeatedly has revealed the country's need for a strong shipping capability, not only in times of battle but also during peacetime.

The value of a strong merchant fleet perhaps never

was more evident than on June 6, 1944, when the Allies launched the largest amphibious military operation in history and began to reclaim France from Nazi occupation. Thousands of U.S. merchant ships delivered troops and materiel on D-Day and in the crucial supply line that followed until the German surrender in May 1945.

Turning Point

Although costly and difficult, the invasion of France (also known as Operation Overlord) proved to be the turning point in the war. Heavy casualties were sustained by American, Canadian and British forces on D-Day and during the fierce battles which lasted for 11 months afterward. But the sacrifices paid off when Hitler's Nazi forces surrendered, which in turn allowed the Allies to aim their full force on the war in the Pacific.

The O'Brien was at Normandy on D-Day, and thousands of active and retired merchant mariners, along with many other supporters, pulled together to ensure that the historic ship would return to France for the 50th anniversary activities.

It took many years and hundreds of thousands of man-hours to fully reconition and prepare the O'Brien, part of the National Liberty Ship Memorial, for its recent voyage to Europe. But the efforts were rewarded, as the O'Brien became the only ocean-going vessel to participate in both D-Day and the 50-year anniversary.

Patterson, a driving force behind the O'Brien's restoration and a participant in the entire voyage, said that the journey "has exceeded our expectations."

He added that he hopes the recognition the O'Brien received in Europe will serve both to honor the merchant marine veterans of World War II and to remind lawmakers in the U.S. that history "has taught us over and over how important the merchant marine is. You know, there literally were six million people lining the banks in England and France, waving American flags at us. We were cheering back at them.

O'Brien Crew Recounts Commemorative Voyage as 'Trip of a Lifetime'

The crew of the Jeremiah O'Brien is a mix of retired merchant mariners, many of whom sailed on merchant ships during World War II; of younger, active seamen who signed on the Liberty ship to be part of history; and one other trade unionist who became so enamored of the 51-year-old vessel, he left his desk job, acquired the proper documentation and signed on for the entire six-month voyage from San Francisco to Europe and back.

But regardless of a particular crewmember's background, or whether he signed on for part or all of the round trip to Normandy, the men aboard the O'Brien agree that the voyage has surpassed even their most optimistic expectations.

"It has been the trip of a lifetime," said Bosun Martin Wefald, a retired Seafarer who sailed in the union's Great Lakes and deep sea divisions. "Everyone treated us like royalty in England and France, and meeting President Clinton (who boarded the vessel in Europe) was spectacular. He shook hands with every crewmember; that's been the highlight."

Wefald is one of several retired SIU members who have taken part in the voyage, scheduled to end sometime in October when the ship returns to its home port on the West Coast. Many retired members and a few active ones from the SIU-affiliated Sailors' Union of the Pacific (SUP) and Marine Firemen, Oilers and Watertenders (MFOW) also have comprised the crew, along with a few retirees from the Marine Cooks and



Edgar Lingenfeld (left) and Gary Dow are two former SIU members who are helping bring the O'Brien back from Normandy.

Stewards, which merged with the SIU in 1978. Operated under authority of the U.S. Maritime Administration, the O'Brien already has fulfilled the main purpose of its trip, which was representing the U.S. merchant marine at ceremonies in Normandy on and before June 6 commemorating the 50th anniversary of D-Day. Millions of spectators viewed the immaculately kept, 441-foot ship in Europe.

Remarkably, of the thousands of vessels that were part of the Normandy invasion in 1944, only the O'Brien returned for the anniversary activities, which were covered by media around the world.

Enthusiastic Crew

During a stop in Baltimore last month, a number of crewmembers talked with a reporter from the Seafarers LOG about the O'Brien's travels.

For Edgar Lingenfeld, the ship's gray exterior and tight quarters evoke scary memories. "I served as a third engineer on a Liberty almost 50 years ago," recalled the former SIU member. "On my first trip, we were bombed near Guadalcanal, but luckily nothing hit us. Those were hard missions."

Lingenfeld, 69, has been on the O'Brien since it set sail for Normandy in April. "The trip has been very satisfying," he stated. "We were welcomed with open arms everywhere we went in England and in France. The people there know what we did for them."

"I think we're known more in England and France than in the United States." In contrast to Lingenfeld's first trip during the 1940s, Jack Carraher pointed out that this voyage has been nothing but smooth sailing. "We've had great weather all the way, so somebody's looking after us," said the 71-year-old former member of the SUP, who sailed in the deck and engine departments.

Carraher, who was a Navy gunner during World War II, also signed on for the whole trip. "This was my last chance to sail again," he explained. "It's a great crew and I'll always remember them."

Like several other crewmembers, Carraher cited the June 5 shipboard visit in Portsmouth, England of President and Mrs. Clinton — who were joined by AFL-CIO President Lane Kirkland and Maritime Administrator Albert Herberger — as the high point of the journey, surpassing even the D-Day ceremonies. "Both the president and Mrs. Clinton were very gracious," he said. "I think they made a lot of friends. Lane Kirkland (who sailed with the Masters, Mates & Pilots during World War II) was great, too."

Different Perspectives

The average age of the World War II merchant marine veterans who have crewed the O'Brien for

its commemorative voyage is approximately 75. Other crewmembers range in age from mid-twenties to early forties, so naturally there is a variance of perspective regarding the vessel and its many ports of call, both abroad and in the U.S.

Gary Dow, a former SIU member whose father and grandmother both were involved in the O'Brien's original construction in Portland, Maine, had been working with a Portland-based group preparing for a reception for the O'Brien's crew in early August.

After the reception, he signed on for the remainder of the trip. "I'm staying on until she reaches San Francisco. Then, I may go back to sailing permanently, who knows," said Dow, 43, who sailed with the SIU for 11 years before a knee injury in 1988 forced him to come ashore.

Dow, who sailed primarily as a QMED, has at least one thing in common with the World War II veterans aboard the ship: Having sufficiently recovered from the knee injury, he too answered his nation's call in time of crisis, in this case during the Persian Gulf War.

"I left a nice desk to go and pump oil," he said with a laugh. "But we showed the American merchant marine can still do the job."

Few aboard the O'Brien have a deeper appreciation for her history than Joe Milcic, who spent a year on Liberty ships during World War

II. The retired deck department member, who sailed with the SUP, participated in the ship's restoration project during the past dozen years, although he only was able to join the voyage for a short time.

"But the main thing is knowing that it happened, that everyone's efforts paid off," he said. More than one crewmember pointed out a particular shipmate who was making his first voyage.

Alex Hochstraser, a member of the Service Employees International Union, said he "heard about the Normandy trip and I decided to go for it! My father is from France... You could say I went due to family history and American history."

As was the case with others, Hochstraser, who sailed in the engine department, seemed exhilarated by the experience. "There's work to be done, but this is a once-in-a-lifetime, marvelous experience," he said. "In Europe, I found an aunt whom I didn't know existed. I've already written her, and we plan to keep in touch."

"Years from now, I think I'll remember all of this, especially the great people I sailed with. They're the best."

He also will remember a souvenir which he picked up in Gosport, England. Getting into the spirit of the World War II-era merchant marine, Hochstraser received his first tattoo.

"Everybody on the ship really liked it," he said.



Alex Hochstraser will take home several souvenirs, including his first tattoo.

A Navy gunner during WWII, Jack Carraher signed on for the entire O'Brien voyage.



Joe Milcic spent a year on Liberty ships during the war and also helped restore the O'Brien.



Retired SIU Bosun Martin Wefald (far right), pictured here with other crewmembers during a pier-side ceremony in Baltimore, began his sailing career in the union's Great Lakes division.

WWII Merchant Ship Evokes Memories, Respect from 3 Generations of Seafarers



Three generations of Seafarers and other U.S. merchant seamen — including veterans of World War II, the Korean conflict, Vietnam and the Persian Gulf, as well as others who are preparing to ship out for the first time — were on hand last month when the World War II-era Liberty ship *Jeremiah O'Brien* docked in Baltimore.

From retired SIU members who took part in the *O'Brien's* recent trip to Europe for D-Day anniversary activities, to trainees from the Paul Hall Center who flanked the stage during a pier-side public ceremony, the SIU was well-represented. At various times during the voyage, the *O'Brien's* crew (some of whom have rotated since the trip began from San Francisco last April) has included retired members of the Seafarers and the Marine Cooks and Stewards, which merged with the SIU in 1978. Also represented have been active and retired members of the Sailors' Union of the Pacific and the Marine Firemen, Oilers and Watertenders, both of which are affiliates of the Seafarers International Union of North America.

For the Lundeberg School trainees and upgraders who attended the ceremony in Baltimore, the day marked a chance to honor World War II-era merchant mariners and also to tour the historic ship, which delivered Allied troops and supplies to Normandy on D-Day.

Wide-Eyed Observers

After the ceremony, which lasted about 40 minutes and was attended by approximately 200 people, the *O'Brien* crew chatted with the trainees and upgraders.

The *O'Brien*, named after a U.S. Naval commander who fought in the Revolutionary War, then was opened to the public, and the students from the Paul Hall Center climbed the gangway.

Many were wide-eyed as they toured the squeaky-clean vessel, which at 441 feet is considerably smaller than most modern American-flag cargo ships. Several said that the view of the close quarters (which at times slept as many as six to a fo'c'sle) gave them more appreciation for the rigors that World War II seamen faced, not only during battles but also in the daily tasks and routines of shipboard living.

Symbolic Reminder

The presence of three generations of U.S. merchant mariners seemed particularly poignant to Rear Admiral Thomas Patterson (U.S. Maritime Service, Ret.), a former merchant mariner who sailed as a cadet aboard Liberty ships.

"The sight of these trainees should be a reminder to all of us that we must keep young people coming into our merchant marine," Patterson said during the ceremony. A former regional director of the Maritime Administration who spearheaded the long effort to restore the *O'Brien* and have her travel to Normandy for the activities commemorating the 50th anniversary of D-Day, Patterson added, "At the same time, it is our duty to ensure that we maintain a viable merchant marine for generations to come." He then led a round of applause for the trainees, and later shook hands with each one of them while offering words of encouragement.

Listening to remarks by Rear Admiral Patterson are Seafarers (wearing white caps) and others in the crowd.



Left: Rear Admiral Thomas Patterson (U.S. Maritime Service, Ret.) stresses the need to maintain a strong U.S.-flag merchant fleet.



Captain George Jahn (left) and Rear Admiral Patterson pose for a photo with Seafarer Gian Smith.



U.S. merchant mariners who sailed during the 1940s (foreground) and those who are ready to ship out for the first time (background) visited the *O'Brien*.



Patterson and Jahn shake hands with Seafarers and wish them good luck with their maritime careers.



Seafarers flank the stage during a ceremony next to the *O'Brien* in Baltimore.

Lundeberg School students (above) toured the historic, 441-foot Liberty ship.

Dispatchers' Report for Deep Sea

JULY 16 — AUGUST 15, 1994

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

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	26	26	3	29	21	2	6	56	64	8
Philadelphia	1	10	4	2	3	1	0	1	13	3
Baltimore	3	6	4	2	5	0	1	9	11	4
Norfolk	11	10	10	9	10	2	8	22	35	12
Mobile	10	24	1	9	11	0	0	17	28	2
New Orleans	15	15	5	13	10	3	9	36	42	7
Jacksonville	21	15	9	27	20	3	5	44	35	10
San Francisco	23	19	4	15	11	1	4	50	31	7
Wilmington	15	7	6	13	7	4	1	31	23	7
Seattle	26	23	7	21	17	3	8	44	34	8
Puerto Rico	8	5	4	9	1	0	3	15	6	6
Honolulu	3	15	11	6	12	6	4	6	19	11
Houston	28	26	9	22	13	1	10	41	47	18
St. Louis	1	2	0	1	1	0	0	0	5	1
Piney Point	1	4	0	0	4	0	2	1	3	0
Algonac	0	0	0	0	0	0	0	0	1	0
Totals	192	207	77	178	146	26	61	373	397	104
ENGINE DEPARTMENT										
New York	24	20	0	15	8	0	9	44	38	1
Philadelphia	1	2	1	1	2	0	0	2	3	2
Baltimore	3	9	1	0	7	1	0	7	9	0
Norfolk	6	7	6	3	3	0	0	15	22	13
Mobile	9	6	0	9	3	1	0	14	14	1
New Orleans	14	13	4	7	9	2	4	23	31	6
Jacksonville	12	18	8	15	13	4	8	17	28	9
San Francisco	13	17	3	11	8	0	4	26	25	5
Wilmington	12	14	2	7	10	1	4	18	22	4
Seattle	12	8	2	11	6	1	8	22	15	3
Puerto Rico	4	4	2	5	5	1	1	8	4	1
Honolulu	5	6	8	4	8	6	3	6	11	11
Houston	11	7	3	11	13	2	8	23	20	5
St. Louis	0	1	1	0	0	1	0	0	2	1
Piney Point	3	14	0	0	1	0	0	5	20	0
Algonac	0	0	0	0	0	0	0	0	2	0
Totals	129	146	41	99	96	20	49	230	266	62
STEWARD DEPARTMENT										
New York	16	14	2	11	4	0	6	31	28	2
Philadelphia	0	0	3	0	1	1	0	0	2	4
Baltimore	3	1	1	3	0	0	2	5	1	1
Norfolk	4	10	5	3	5	1	2	8	18	4
Mobile	9	3	3	4	4	1	1	18	11	2
New Orleans	10	9	2	9	5	0	5	14	19	4
Jacksonville	9	11	1	10	11	0	7	13	10	1
San Francisco	20	10	9	19	5	2	5	66	17	7
Wilmington	14	7	1	9	1	0	4	23	7	1
Seattle	25	5	1	19	1	0	12	37	16	3
Puerto Rico	4	0	0	2	0	0	1	6	2	2
Honolulu	10	9	5	6	6	0	3	16	13	9
Houston	9	6	1	10	4	1	5	15	11	1
St. Louis	0	0	0	1	1	0	0	0	2	0
Piney Point	2	1	1	2	2	0	0	2	6	4
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	135	86	35	108	50	6	53	254	163	45
ENTRY DEPARTMENT										
New York	8	34	11	4	17	0	0	21	91	22
Philadelphia	0	0	0	0	1	0	0	0	3	0
Baltimore	0	3	4	0	2	1	0	0	5	5
Norfolk	2	15	12	3	8	5	0	6	31	18
Mobile	2	15	3	1	7	1	0	4	32	4
New Orleans	7	16	11	3	6	2	0	10	43	22
Jacksonville	2	15	12	3	16	8	0	6	22	15
San Francisco	7	19	12	6	7	0	0	18	29	21
Wilmington	6	18	7	4	5	2	0	10	29	12
Seattle	6	25	12	7	17	1	0	11	30	20
Puerto Rico	3	6	9	3	4	3	0	9	5	9
Honolulu	4	27	41	3	11	4	0	9	98	133
Houston	2	23	7	1	15	1	0	4	27	12
St. Louis	0	2	0	0	0	0	0	0	4	0
Piney Point	0	23	1	0	14	0	0	0	25	6
Algonac	0	1	0	0	0	0	0	0	5	0
Totals	49	242	142	38	130	28	0	108	479	299
Totals All Departments	505	681	295	423	422	80	163	965	1,305	510

* "Total Registered" means the number of men who actually registered for shipping at the port last month.
 ** "Registered on the Beach" means the total number of men registered at the port at the end of last month.
 A total of 996 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,088 jobs shipped, 423 jobs or about 39 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From July 16 to August 15, 1994, a total of 163 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 21,489 jobs have been shipped.

Piney Point
 Monday: October 3, November 7
New York
 Tuesday: October 4, November 8
Philadelphia
 Wednesday: October 5, November 9
Baltimore
 Thursday: October 6, November 10
Norfolk
 Thursday: October 6, November 10
Jacksonville
 Thursday: October 6, November 10
Algonac
 Friday: October 7; Monday: November 14*
changed by Veterans Day holiday
Houston
 Monday: October 10, November 14
New Orleans
 Tuesday: October 11, November 15
Mobile
 Wednesday: October 12, November 16
San Francisco
 Thursday: October 13, November 17
Wilmington
 Monday: October 17, November 21
Seattle
 Friday: October 21, November 25
San Juan
 Thursday: October 6, November 10
St. Louis
 Friday: October 14, November 18
Honolulu
 Friday: October 14, November 18
Duluth
 Wednesday: October 12, November 16
Jersey City
 Wednesday: October 19, November 23
New Bedford
 Tuesday: October 18, November 22

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

Personals

RON "RONNIE" CARRAWAY

Please contact your nephew, Gary Carraway (Ross's son), at P.O. Box 13, New Salisbury, IN 47161; or call (812) 365-2585.

EUGENE DUANE

Please contact your nephew, Joseph Duane, at 31-12 86th St., Elmhurst, NY 11369.

FRANK JAMES MacKENZIE

Anyone with information on Frank James MacKenzie should contact his son, John MacKenzie, c/o Garner, 12404 Tahoe Trail, Lusby, MD 20657.

BERTEN MARKLEY

Please call your father, Scott, at (309) 334-2275.

BROTHER ED MONROE

Thank you for everything from Michael Murphy and his wife.

PATRICK JOHN ROONEY

Please contact Raymond Banks at 5049-A Backlick Rd., Annandale, VA 22003.

MARK RUHL

Please contact Zeda Ruhl at 18219 Rolling Meadow Way, Olney, MD 20832.

LEONARDO SINISI

Please contact J.A. Gross at P.O. Box 1434, Sebring, FL 33870.

RICK WILSON

Please write Steve Parker at 2 Albion Rd., Cape Elizabeth, ME; or call (207) 775-7975.

Seafarers International Union Directory

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

HEADQUARTERS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Government Services Division
(415) 861-3400

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

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

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

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

Dispatchers' Report for Great Lakes

JULY 16 — AUGUST 15, 1994

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

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	22	7	0	41	18	0	36	11
ENGINE DEPARTMENT									
Algonac	0	11	11	0	25	12	0	24	8
STEWARD DEPARTMENT									
Algonac	0	7	7	0	10	7	0	7	3
ENTRY DEPARTMENT									
Algonac	0	16	16	0	0	0	0	28	37
Totals All Departments	0	56	41	0	76	37	0	95	59

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

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

Dispatchers' Report for Inland Waters

JULY 16 — AUGUST 15, 1994

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

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	4	0	0	1	0	0	25	2	0
Gulf Coast	2	6	10	2	2	3	3	4	19
Lakes & Inland Waters	51	0	0	22	1	0	54	0	0
West Coast	0	2	7	101	2	28	7	4	29
Totals	57	8	17	126	5	31	89	10	48
ENGINE DEPARTMENT									
Atlantic Coast	2	0	0	1	0	0	2	1	0
Gulf Coast	2	2	6	0	0	2	2	0	8
Lakes & Inland Waters	27	0	0	11	0	0	36	0	0
West Coast	0	0	0	1	0	0	0	0	0
Totals	31	2	6	13	0	2	40	1	8
STEWARD DEPARTMENT									
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	3	1	3	2	0	3	2	1	4
Lakes & Inland Waters	4	0	0	7	0	0	14	0	0
West Coast	0	0	3	1	0	1	1	1	6
Totals	8	1	6	10	0	4	19	2	10
Totals All Departments	96	11	29	149	5	37	148	13	66

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

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

Are You Missing Important Mail?

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

If you have moved recently or feel

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

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

If you are getting more than one

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

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

HOME ADDRESS FORM

(PLEASE PRINT)

9/94

Name _____

Phone No. () _____

Address _____

Social Security No. / / _____ Book No. _____

Active SIU Pensioner
 Other _____

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

(Signed) _____

Joining the growing number of SIU pensioners this month are 33 Seafarers who have retired to the beach after many voyages on the world's oceans, waterways and lakes.

Twenty-three of those signing off sailed in the deep sea division, seven navigated the inland waterways, two sailed on the Great Lakes and one was a member of the Railroad Marine Division.

Among those joining the ranks of the retirees, four completed the bosun recertification course and three graduated from the steward recertification course at the Lundeberg School in Piney Point, Md. The recertified bosuns are Brothers John Davies, Clifford A. Perreira, Manuel A. Silva and Ronald F. Wolf. Those completing the steward recertification course are Brothers Samuel A. Goodman, Lance Rene and Robert Spencer.

Seventeen of the retiring Seafarers served in the U.S. military—10 in the Army and seven in the Navy.

Brief biographical sketches of Brothers Davies, Perreira, Silva, Wolf, Goodman, Rene and Spencer as well as the other new pensioners follow.

DEEP SEA



JAMES E. BOND, 71, born in Virginia, joined the Seafarers in 1946 in the port of Baltimore.

Brother Bond sailed in the deck department. He served in the U.S. Navy from 1942 to 1945. Brother Bond calls Maryland home.

DANIEL A. BRASS, 65, began sailing with the SIU in 1947 in the port of Norfolk, Va. He sailed in the engine department. Brother Brass frequently upgraded his skills at the Lundeberg School in Piney Point. He has retired to his native Maryland.



SANTIAGO CERRATO, 66, was born in Honduras and joined the union in 1974 in the port of New Orleans. He sailed in

the engine department. Brother Cerrato upgraded his skills at the Lundeberg School. He currently resides in Louisiana.

GERALD M. HALLIGAN, 61, joined the Seafarers in 1964 in the port of New York. He sailed in the deck department. The New Orleans native attended the Andrew Furuseth Training School and frequently upgraded his skills at the Lundeberg School. He served in the U.S. Navy from 1952 to 1958. He has retired to Louisiana.



SIMA PADILLA, 66, began sailing with the Seafarers in 1967 in San Juan. He sailed in the engine department. Brother Padilla

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

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

upgraded his skills at Piney Point. He served in the U.S. Army from 1950 to 1954. Brother Padilla still resides in Puerto Rico.



EUGENE CIPULLO, 65, began sailing with the SIU in 1972 in the port of New York as a member of the engine

department. Brother Cipullo frequently upgraded at the Lundeberg School. He served in the U.S. Army from 1951 to 1953. Born in Massachusetts, Seafarer Cipullo has retired to Florida.

THOMAS COMMANS, 67, born in Mississippi, joined the Seafarers in 1977 in the port of Norfolk, Va. He



attended upgrading classes at the Lundeberg School. Brother Commans sailed in the deck department. He served in the U.S. Navy from 1944 to 1952. Brother Commans currently resides in California.



JOHN S. DAVIES, 66, a native of Pennsylvania, began sailing with the SIU in 1946 in the port of New York.

Brother Davies sailed in the deck department. He completed the bosun recertification course at the Lundeberg School. He calls Pennsylvania home.

RICHARD W. FORGAYS, 67, joined the union in 1952 in the port of Detroit. Born in Michigan, he started out



sailing in the Great Lakes division. He then transferred to the deep sea division in 1973, sailing in the steward department. Brother Forgays served in the U.S. Army from 1945 to 1949. He has retired to Michigan.



SAMUEL A. GOODMAN, 67, joined the Seafarers in 1978 in the port of San Francisco. He sailed in the steward

department. Brother Goodman graduated from the steward recertification course at the Lundeberg School in 1980. He served in the U.S. Army from 1944 to 1946. Born in Arkansas, Brother Goodman currently resides in Washington.

REINALDO GOMEZ, 51, began sailing with the SIU in San Juan in 1974 as a member of the engine department. He attended upgrading classes at the Lundeberg School. Brother Gomez served in the U.S. Army from 1960 to 1961. He currently resides in his native Puerto Rico.



JAMES LEE ROY JACKSON, 65, began sailing with the Seafarers in 1955 in the port of San Francisco.

He sailed in the deck department. Brother Jackson upgraded his skills at the Lundeberg School. He served in the U.S. Navy from 1944 to 1949. Born in Illinois, he has retired to Texas.

ALFREDE E. LEWAKOWSKI, 64, a native of Michigan, joined the SIU in 1968 in the port of Boston, Mass.



He started his maritime career on the Great Lakes and transferred to the deep sea division in 1978. Brother Lewakowski actively participated in union organizing drives and beefs. He upgraded his deck department skills in Piney Point. Brother Lewakowski served in the U.S. Navy from 1943 to 1945. He lives in Massachusetts.



SAMUEL L. LOFTIN, 61, joined the union in 1965 in his home port of Mobile, Ala. Brother Loftin sailed in the steward department as chief

cook. He has retired to Alabama.

CLIFFORD A. PERREIRA, 71, born in Honolulu, joined the SIU in 1961 in the port of San Francisco. He sailed in the deck department. Brother Perreira graduated from the bosun recertification course at the Lundeberg School in 1982 and attended other upgrading classes there. He makes his home in Hawaii.



LANCE RENE, 64, began sailing with the Seafarers in 1965 in the port of San Francisco. He sailed in the steward department. Brother Rene upgraded his skills at the Lundeberg School, including graduation from the steward recertifica-

tion course. Born in Malaysia, Brother Rene is a naturalized U.S. citizen and currently resides in Idaho.

DIMAS RODRIGUEZ, 62, joined the union in 1967 in the port of New York. He sailed in the steward department as a cook and baker. Brother Rodriguez attended upgrading courses at the Lundeberg School. He has retired to his native Puerto Rico.



ANTHONY RUSSO, 69, began sailing with the SIU in 1959 in the port of New York. Brother Russo sailed in the engine department, most recently aboard the *American Kestrel*, a Pacific Gulf Marine vessel. Brother Russo has retired to New York.



JOSEPH E. SADLER, 65, born in Maryland, joined the SIU in the 1951 in the port of New York. He

sailed in the engine department. Brother Sadler upgraded his skills in the engine department at the Lundeberg School. He served in the U.S. Army from 1954 to 1956. Brother Sadler currently resides in Rhode Island.

MANUEL A. SILVA, 59, began sailing with the Seafarers in 1965 in the port of New York. He worked in the deck department, last sailing as bosun. Brother Silva completed the bosun recertification course at the Lundeberg School. He has returned to his native Portugal to live.



ROBERT SPENCER, 68, joined the SIU in 1948 in the port of Mobile. The Alabama native sailed in the steward

department. Brother Spencer graduated from the steward recertification course in 1981 at the Lundeberg School in Piney Point. He served in the U.S. Navy from 1942 to 1945. Brother Spencer continues to call Alabama home.

HERIBERTO VAZQUEZ, 65, a native of Puerto Rico, began sailing with the union in 1965 in the port of New York. Brother Vazquez graduated from the Andrew Furuseth Training School in New York. He sailed in the engine department. Brother Vazquez



upgraded his skills at the Lundeberg School. He has returned to Puerto Rico to retire.



RONALD F. WOLF, 65, joined the Seafarers in 1980 in the port of New York. He sailed in the deck department. Brother Wolf upgraded frequently at the Lundeberg School and successfully completed the bosun recertification course there in 1988. Brother Wolf has retired to New York.

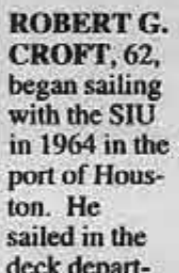
INLAND

LUIS BONILLA, 66, a native of Puerto Rico, began sailing with the union in 1979 in the port of San Juan. Boatman Bonilla sailed in the steward department. He makes his home in Puerto Rico.



JAMES T. BURNS, 62, born in Buffalo, N.Y., joined the Seafarers in 1961 in the port of Algonac, Mich.

He sailed in the deck department. Boatman Burns served in the U.S. Army from 1949 to 1952. He has retired to Ohio.



ROBERT G. CROFT, 62, began sailing with the SIU in 1964 in the port of Houston. He sailed in the deck department. Born in Massachusetts, Boatman Croft calls Texas home.

LESTER J. HEBERT, 57, joined the SIU in 1973 in the port of Port Arthur. He sailed as a captain. Boatman Hebert served in the U.S. Army from 1952 to 1959. He makes his home in his native Texas.



EARL ODOM, 60, joined the Seafarers in 1961 in the port of Mobile, Ala. Boatman Odom was

employed in Dravo Natural Resources dredging operations. He has retired to his home state of Alabama.

JOSEPH I. TROSCLAIR, 62, began sailing with the union in 1966 in the port of New Orleans. He most recently sailed as a tugboat captain. Born in Louisiana, Brother Troscclair lives in Texas.



ALLEN C. WILLIAMS, 62, began sailing with the Seafarers in 1961 in the port of Norfolk. He sailed in the deck department. Boatman Wil-

LAWRENCE H. GIANELLA

Lawrence Gianella Helps Keep U.S. Military Vessels On-the-Go

As part of the Military Sealift Command's (MSC) prepositioning fleet based off Diego Garcia, the main function of the Seafarers-crewed *MV Lawrence Gianella* is refueling U.S. military ships.

A T-5 tanker, the *Gianella* sometimes conducts underway replenishment (unrep) operations with aircraft carriers, battleships and other military craft. At other times, the vessel transfers fuel to Navy tankers which in turn unrep other Navy ships. This is because, at a length of 615 feet, the *Gianella* can maneuver in and out of ports which are inaccessible to many Navy tankers ranging in length from 700 to 800 feet.



Outfitted with a modular fuel delivery system, the *Gianella* can transfer 3,000 gallons of fuel per hose per minute.

Second Anniversary

This summer quietly marked the two-year anniversary of an historic operation involving the *Gianella*.

In July 1992, the *Gianella* became the first civilian-operated tanker to replenish an aircraft carrier (the *USS Independence*) under operational conditions. This took place in the Persian Gulf and marked the first of nearly three-dozen such operations for the SIU-crewed vessel.

Operated by Ocean Shipholding, the *Gianella* was fitted with a modular delivery system developed by the Navy to rapidly modify commercial tankers in emergencies, thereby enabling the tankers to deliver fuel to underway Navy ships.

Other Regions

Although it normally operates in the British Indian Ocean Territories, the *Gianella* in recent years also has sailed in Far East and Australian waters. Like the other vessels in the prepositioning fleet, the 30,000-dwt tanker remains ready to sail, fully loaded, at a moment's notice and to any number of possible destinations.

On a recent trip to Diego Garcia to meet with Seafarer crewmembers, SIU Port Agent Sal Aquia (who provided the photos accompanying this story) noted that the *Gianella* crew "does a good job of keeping up on union affairs and legislative issues which affect their employment. They may work a long way from the U.S., but they stay up-to-date on the things that matter to their livelihood."



AB John Weaver is ready to go to work on the ship's deck.



Involved in refueling operations is AB Ray Childress.



Bosun Zianal Sinegar handles store operations with crane.



Keeping the deck swept clean is AB Mark Smith.



Chief Cook Martin Ketchem has plenty to do to keep the *Gianella's* crew well fed.



From left, QMED Calvin Murray, SA Ollie Abdull, Chief Steward Manuel Faria and QMED Tom Keseru enjoy a meal in the galley.

Shipboard Meeting Updates Busy Crusader Crew

When the *Sea-Land Crusader* docks at Port Elizabeth, N.J., Seafarers know it marks the end of another successful 28-day voyage around the U.S. Atlantic and Gulf coasts and into the Caribbean.

During a recent visit to the Sea-Land facility in New Jersey, crewmembers were able to catch up on the latest information regarding the union and the maritime industry when SIU representatives from the port of New York came aboard to answer questions about the contract, file medical applications and distribute the *Seafarers LOG*.

Bosun Harold Berggren took time out during the shipboard meeting to praise the quality and spirit of the crew on the *Crusader*.

"This is a really good ship," said Berggren, who sails from the port of Norfolk, Va. "All departments work well together, keeping everything top notch so we can maintain our tight schedule."

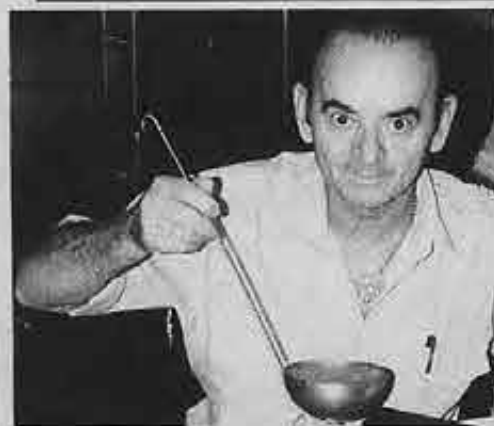
The Lancer-class containership makes regular stops in Jacksonville, Fla., New Orleans and Houston, as well as the Caribbean ports of San Juan, P.R. and Rio Haina, Dominican Republic. The bosun noted each stop requires a quick turnaround.



Reading the latest maritime news in the *Seafarers LOG* is Chief Electrician Oswald Bermeo.



AB Reyes Flores listens during a shipboard meeting aboard the *Sea-Land Crusader*.



Testing the broth before serving lunch is Chief Steward Nick Andrews.



Ready for the meeting to start are SA Luis Rivera (left) and DEU Pablo Albino.



Maintaining the deck watch during the offloading are AB Severiano Bonfont (left) and Bosun Harold Berggren.



AB Thomas Votsis catches up on his reading during a break.



Taking part in the *Crusader's* union meeting are (from left) Chief Cook Benjamin Corpus, Bosun Harold Berggren, OMU Julio Reyes and SA Luis Rivera.

Digest of Ships Meetings

The Seafarers LOG attempts to print as many digests of union ship-board minutes as possible. On occasion, because of space limitations, some will be omitted. Ships minutes first are reviewed by the union's contract department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships minutes. The minutes are then forwarded to the Seafarers LOG for publication.

USNS SILAS BENT (Bay Ship Management), April 29—Chairman Robert S. Vazquez, Secretary Ben Henderson, Educational Director Richard Larsen, Steward Delegate Thomas J. Robinson. Chairman announced to crewmembers that next inspection would take place May 1 in port of Dubai. Ship's hull to be painted at that time. A Navy representative aboard ship presented steward department with letter of appreciation for job well done. Steward department received average weekly sanitation score of 99 percent for month of April. Educational director urged members to attend upgrading courses at Lundeberg School. Treasurer announced \$269 in ship's fund. No beefs or disputed OT reported by all departments. Members made suggestions to contracts department to consider review of length of time per tour aboard ship. crew requested purchase of ice coolers for deck and engine department and replacement of barbecue grill. Videotapes to be exchanged in port of Dubai.

CAPE WASHINGTON (Amsea), May 22—Chairman Mark DePalma, Secretary Roy Royals, Educational Director George Cruzen, Deck Delegate Justin Savage, Steward Delegate Ken Whitfield. Chairman extended congratulations to crewmembers for doing great job. Educational director reminded members of increased earning opportunities by attending upgrading courses at Paul Hall Center. No beefs or disputed OT reported by deck, engine or steward departments. All ship's fund money used to purchase movies in Charleston. Suggestion made for everyone to donate \$.50 each meeting to be used to start new fund. Repairs being completed on ship's exercise equipment, and engine department will fix handle on forward washer. Thanks given to steward department for great food. Next port: Singapore.

OMI WILLAMETTE (OMI), May 22—Chairman Eugene R. Beverly, Secretary Walter Hansen. Chairman announced smoking limited to crewmen's rooms. Disputed OT reported in engine department. No beefs or disputed OT reported by deck or steward delegates. Request made to con-

tracts department to look into reducing amount of seetime needed for full retirement. Crewmembers requested all current union information be forwarded from headquarters to ship.

USNS REGULUS (Bay Ship Management), May 20—Chairman James L. Deano, Secretary Gale A. Flanagan, Educational Director Melvin L. Kerns. Chairman reported good voyage. Crew doing great job keeping ship clean. Educational director stressed importance of upgrading skills at Piney Point. No beefs or disputed OT reported by deck, engine or steward departments. Next port: Guam.

CHARLES L. BROWN (Transoceanic Cable), June 28—Chairman Francisco J. Sousa, Secretary Brenda M. Kamiya, Educational Director William R. Carrol, Steward Delegate Barney Johnson. Chairman reminded crew that ship is on cable repair standby, and approximately every four months a cable training exercise is held. Educational director requested crewmembers to be considerate of fellow shipmates, keep laundry area clean and maintain safety procedures at all times. All departments running smoothly with no beefs or disputed OT. In consideration of crewmembers, request made to paint inside of ship during day rather than at night when AC units circulate fumes throughout all quarters. Chief mate stated that anybody who gets injured aboard ship should see him as soon as possible to prevent worsening of condition.

LIBERTY SUN (Liberty Maritime), June 19—Chairman Joseph W. Moore, Secretary Frederick L. Washington Sr., Educational Director A.W. Burrell. Chairman reminded crewmembers to turn in safety kits and room keys when leaving ship. All dirty dishes should be returned to galley. Request made to have parts of deck, mess hall and pantry repaired. Some disputed OT reported in deck and engine departments. No beefs or disputed OT reported in steward department.

OMI CHAMPION (OMI), June 18—Chairman M. de la Cerda, Secretary Walter Hansen,

Steward Delegate John Foster. Chairman notified crew that vessel has been sold to Kirby Tankships. Ship's water fountains need to be fixed. Engine delegate said port engineer will check them out. No beefs or disputed OT reported in all three departments. Crew asked to help steward department in keeping ship clean and helping eliminate any problem with roaches.

OMI LEADER (OMI), June 1—Chairman Jim Scheck, Secretary Norman Duhe, Educational Director James McDaniel. No beefs or disputed OT reported by deck, engine or steward delegates. Crewmembers reminded of no smoking at any time policy in rec room and mess hall. Crew asked to help keep ship clean and keep noise down after 10 p.m. Vote of thanks given to steward department for job well done.

OMI WILLAMETTE (OMI), June 19—Chairman Eugene R. Beverly, Secretary Antonio H. Hall, Engine Delegate Rudolph Lopez, Steward Delegate Clifford B. Elliott. Some disputed OT reported in engine department; otherwise, no beefs or disputed OT noted by deck or steward delegates. Crewmembers reminded not to wear tank tops in mess hall during meal hour. Also, when signing off ship, everyone should clean rooms. Ship will be laying up. At that time, crew hopes to donate videotape movie collection to other SIU ships.

OVERSEAS BOSTON (Maritime Overseas Corp.), May 19—Chairman Paul D. Marra, Secretary Manny Basas, Educational Director Konstantinos Kostouros, Deck Delegate Rikent Seratt, Engine Delegate Tim O. Burnett, Steward Delegate Munir Saleh. Bosun advised all members to read president's report in Seafarers LOG to better understand SIU history. Educational director urged members to upgrade skills at Paul Hall Center. No beefs or disputed OT reported by deck, engine or steward delegates. Request was made that policy of no smoking in mess hall during meal hour be observed. Crewmembers asked for help in cleaning rec room. New TV antenna and radio needed for rec room. Chief steward and chief cook given a vote of thanks for job well done. Next port: Anacortes, Wash.

RALEIGH BAY (Sea-Land Service), June 5—Chairman Howard Knox, Secretary J.P. Speller, Educational Director David J. Dukehart. Chairman advised crewmembers of importance of contributing to SPAD. He asked them to try to keep ship clean, including microwave ovens. Educational director noted importance of attending upgrading courses at Lundeberg School. Ship's delegates reported no beefs or disputed OT.

SEA-LAND DEFENDER (Sea-Land Service), June 15—Chairman R. Wagner, Secretary Curtis L. Phillips, Deck Delegate Donald Morrison. Copies of Seafarers LOGs received in Long Beach, Calif. Crewmembers were reminded to go through proper channels when settling beefs—to department delegate. Some disputed OT reported in deck departments. No beefs or disputed OT reported in engine or steward departments. Next port: Long Beach, Calif.

SEA-LAND EXPEDITION (Sea-Land Service), June 12—Chairman Paulino Flores, Secretary Edgar Vazquez, Educational Director L.V. Hargeshimer. No beefs or disputed OT reported in engine or steward departments. Chairman had questions about OT in deck department. Secretary stated everything OK. Payoff will be in Port Elizabeth, N.J. upon arrival. Educa-

tional director stressed importance of taking advantage of training facility at Piney Point for upgrading skills and job security. Vote of thanks given to steward department for fine meals.

SEA-LAND PACIFIC (Sea-Land Service), June 24—Chairman Lothar G.G. Reck, Deck Delegate Robert L. Smith, Engine Delegate Al Bombita Jr., Steward Delegate Rebecca Pouliot. No beefs or disputed OT reported aboard ship. Educational director advised members to take advantage of courses available at Lundeberg School. Treasurer announced \$40 in movie fund and \$325 in ship's fund. Steward department thanked for job well done. Engine delegate reminded crewmembers of importance of contributing to SPAD.

SEA-LAND PRODUCER (Sea-Land Service), June 12—Chairman Kenneth C. McGregor, Secretary

courses at Paul Hall Center. Deck department reported some disputed OT for tank cleaning. Engine and steward department delegates reported no beefs or disputed OT. Request made to look into improved mail service and distribution. Letter to be written to company regarding several items to be repaired aboard ship, including upholstery, guards for fans, VCR and some deck tiles. Next port: Houston, Texas.

BALDOMERO LOPEZ (Amsea), July 31—Chairman Jeffery Moritz, Secretary Anthony Ferrara, Educational Director R. Rudd, Steward Delegate Wigberto Reyes. Chairman reminded crew of importance of registering in hall within 48 hours to retain job status. Ship currently at anchor in Saipan. Mail to arrive in Guam August 12. Educational director advised all crewmembers to upgrade skills at

Working in White



AB Mike Duggan (left) and Bosun Cesar A. Gutierrez, balanced on bosuns' chairs and with paintbrushes in hand, help keep the hull of the OMI Missouri in pristine condition.

Donna Jean Clemons, Educational Director James Smitko, Deck Delegate Mark Stevens, Engine Delegate Ted H. Carter, Steward Delegate Susano C. Cortez. Bosun reported estimated time of arrival in Oakland, Calif. He also noted steam irons have been ordered and should be in stores for next voyage. Treasurer announced crew fund still at \$55. No beefs or disputed OT reported by three department delegates. Crew thanked steward department for wonderful barbecue, with special thanks to AB Mike Tracy for king crab legs he got in Canada. Repair list has several items, including new mattresses, which will be presented to captain and union for review.

SEALIFT ARABIAN SEA (IMC), June 5—Chairman Tom Prather, Secretary Ali S. Hassan, Steward Delegate Joseph Simonetti. Minutes of last meeting reviewed. Recommendation made by educational director to reshoot training films after drills. Treasurer suggested new videos be purchased and offered ideas on how to raise money to purchase new VCR. Engine delegate noted ice machine would be repaired or replaced as soon as possible. Steward delegate announced fresh milk and fruit on order and that 60-day stores would be taken on at next port, which is Rotterdam, Netherlands.

SEALIFT CARIBBEAN (IMC), June 17—Chairman Richard Nicholas, Secretary Dorothy Barnes, Educational Director Joe Stores, Engine Delegate Glynn Courson, Steward Delegate Larry Wayne Nicholson. Chairman announced any disputed OT due to delayed sailing would be collected at payoff. Educational director urged members to attend upgrading

Piney Point. Treasurer announced \$597 in ship's fund. No beefs or disputed OT reported in deck, engine and steward departments. Copies of Seafarers LOG received aboard ship. Suggestion regarding increased dental and optical insurance to be sent to contracts department. Crewmembers asked to use courtesy in lounge by cleaning up and shutting off TV, VCR and lights when not in use. Steward department given vote of thanks for outstanding job and great variety of wonderful food.

CLEVELAND (Sealift Bulkers), July 3—Chairman David J. Garoutte, Secretary Miguel Vinca, Educational Director Iqbal Samra, Deck Delegate Paul J. Cadran, Engine Delegate Nathaniel Gaten, Steward Delegate Ruti Demont. Chairman advised crewmembers to resolve any conflicts with department delegate, then ship's chairman. He also reminded crew not to go on deck during pirate watch. Educational director urged those who have time to upgrade at Lundeberg School. Education is free and gives members greater earning potential. Treasurer announced \$115 in ship's fund. No beefs or disputed OT reported by ship's three delegates. Items in galley and crew quarters that need fixing will be put on repair list. All hands reminded to be considerate of fellow shipmates by keeping noise down in passageways. Steward department given vote of thanks for great barbecue and excellent pastries and goodies.

CLEVELAND (Sealift Bulkers), July 24—Chairman David J. Garoutte, Secretary Miguel Vinca, Educational Director Iqbal Samra, Deck Delegate Paul J.

Continued on page 22

Gifts from Strangers



During a stopover of the Sealift Antarctic in Adak, Alaska, Bosun Brian Sandlin takes a break to visit with one of the many eagles calling Adak home. This one was most daring: after eating the liver offered him by Sandlin, he left a gift for the bosun—a white tail feather. (Photo and liver contributed by Chief Cook Sam Harris.)

Ships Digest

Continued from page 21

CADRAN, Engine Delegate **Nathaniel Gaten**, Steward Delegate **Ruti Demont**. Chairman reported everything running smoothly with job well done by all hands. Repair list given to chief engineer and chief mate. Educational director talked about furthering education and skills at Paul Hall Center. Treasurer announced \$115 in ship's fund. Some of it may be used for specialty food for barbecue scheduled en route to Singapore from Diego Garcia. No beefs or disputed OT reported by deck, engine or steward delegates. Copies of new contract going into effect Aug. 4 received. Vote of thanks given to steward department for clean ship, good food and freshly baked goods. Good effort by all hands in keeping noise down. Request made for everyone to pick up clothes from laundry when finished.

CPL. LOUIS J. HAUGE JR. (Maersk), July 3—Chairman **Jerome J. Fahey**, Secretary **William J. Bunch**, Educational Director **E. Snow**. Discussion held regarding new regulations aboard military-contracted vessels. Educational director encouraged all crewmembers to take advantage of upgrading opportunities at Piney Point. Treasurer announced \$153.18 in ship's fund. Suggestion made to purchase new movies from ship's fund upon arrival in Thailand. Deck, engine and steward departments reported no beefs or disputed OT. Next port: Satahip, Thailand.

GOLDEN MONARCH (Apex Marine), July 10—Chairman **Randall Carlton Hanke**, Secretary **R. Juzang**. Ship en route to Panama Canal Zone. Educational director reminded members of upgrading facility available at Lundeberg School. No beefs or disputed OT reported by three department delegates. Next port: Beaumont, Texas.

GUAYAMA (PRMMI), July 10—Chairman **Felix Santiago**, Secretary **Ruben Padilla**, Educational Director **Tony Mohammed**, Deck Delegate **H. Dermody**, Engine Delegate **James H. Emidy III**, Steward Delegate **A. Serrano**. Chairman reported vessel laying up for approximately six weeks in shipyard in Mobile, Ala. for repairs. Yard period for PRMMI's *Humacao* will follow. Educational director noted that for job security and better pay, members should attend courses at Lundeberg School. No beefs or disputed OT reported by all department delegates. Thanks given to steward department for job well done.

GROTON (Sheridan Transportation), July 5—Chairman **Melvin Santos**, Secretary **Marvin Deloatch**, Educational Director **Pedro Santiago**, Deck Delegate **Clay Brown**, Engine Delegate **Abraham Daif**, Steward Delegate **Michael Hammock**. Chairman reported everything running smoothly. Ship to pay off July 7 in Stapleton, N.Y. He urged members to read *Seafarers LOG* and keep up with union matters. Secretary thanked crew for keeping mess room clean. Educational director advised members to take advantage of educational facilities at Paul Hall Center. Crew extended vote of thanks to steward department for very good cookout on Independence Day.

RICHARD G. MATTHIESEN (Ocean Shipholding), July 24—Chairman **Salvatore Cicciulla**, Steward Delegate **Lovell McElroy**, Educational Director **R. Day**, Deck Delegate **Wayne Casey**, Engine

Delegate **Dean Dobbins**, Steward Delegate **Mohamed M. Quaraish**. Crewmembers requested update on computation of vacation pay. Educational director reminded all members to upgrade skills by attending courses at Piney Point. Treasurer **Dana Naze** announced \$1,057 in ship's fund. Request for clarification of increase on penalty and overtime rates sent to contracts department. Next port: Diego Garcia.

NUEVO SAN JUAN (PRMMI), July 1—Chairman **Jerry Borucki**, Secretary **Hazel Johnson**, Educational Director **Charles Gallagher**, Deck Delegate **Victor Beata**, Engine Delegate **Abby R. Aragones**, Steward Delegate **Isidro Santiago**. Suggestion made to have draws for all members put out at every port. Secretary thanked crew for helping keep ship clean. He also requested crew to observe no smoking signs aboard ship. Chairman urged all members to upgrade at Lundeberg School. He noted school is also great place to take family for summer vacation. Crew thanked for keeping ship accident-free, and reminder given about importance of contributing to SPAD. Bosun also asked for donations of clothing and shoes to be given to poor in Dominican Republic. Following stops in Jacksonville, Fla., Elizabeth, N.J. and San Juan, P.R., ship will pay off in Baltimore, Md.

OMI DYNACHEM (OMI), July 3—Chairman **Lawrence L. Kunc**, Secretary **Gregory G. Keene**, Educational Director **George Bixby**, Steward Delegate **Thomas D. Kreis**. New wages discussed. Crew awaits union patrolman at next payoff. Chairman also spoke about need for safety when welding at sea. Secretary reminded all members of importance of contributing to SPAD. He thanked deck gang for cleanliness of crew lounge and passageways. Educational director encouraged crew to upgrade skills at Paul Hall Center. Treasurer announced \$136 in movie fund. New movies are currently aboard. Department delegates reported no beefs or disputed OT. New remote control needed for TV. Crew notified that they are entitled to transportation after foreign articles are broken. Next port: Jacksonville, Fla.

OMI MISSOURI (OMI), July 24—Chairman **Frank Lyle**, Secretary **Clyde Kreiss**, Deck Delegate **Nell D. Matthey**, Engine Delegate **R. Ybarra**. Chairman announced payoff scheduled for Corpus Christi, Texas. Treasurer announced \$50 in ship's fund. Two hours disputed OT reported in deck department. No beefs or disputed OT reported by engine or steward delegates. Ship received copy of new pay rates. Request made to fix chair legs in mess hall and lounge areas.

OVERSEAS ALASKA (Maritime Overseas Corp.), July 26—Chairman **Daniel W. Seagle**, Secretary **Lincoln Pinn**, Educational Director **G. Montgomery**. Chairman estimated time of arrival for docking and payoff in Tacoma, Wash. He noted crew washing machine needs to be fixed or replaced. Educational director announced new EPA-approved refrigeration technician certification courses will be held in San Francisco, Seattle and Honolulu in October. All interested persons should plan to attend. No beefs or disputed OT reported by ship's department delegates.

PATRIOT (Vulcan Carriers), July 1—Chairman **Ralph Gibbs**, Secretary **Howard G. Williams**, Deck Delegate **Thomas Temple**, Engine Delegate **Mark K. Stewart**, Steward Delegate **Daniel L. Payne**. Chairman reported one

crewmember flown home from Venezuela with injury to leg. Replacement AB came aboard. Secretary stated port stores received and good July 4 celebration. Crew hopes to receive 60-day stores in port of Houston. No beefs or disputed OT reported in deck, engine or steward departments. Crew reported need for new ice machine and washing machine. Also, crew lounge needs new furniture. Vote of thanks given to steward department for job well done.

PATRIOT (Vulcan Carriers), July 21—Chairman **Ralph Gibbs**, Secretary **Howard G. Williams**, Educational Director **Frederick C. Harris**, Deck Delegate **Cliff Evans**, Engine Delegate **Dan Gaylor**. All running well, according to bosun. Weekly barbecues great for morale. En route to Antofagasta, Chile on July 18, vessel responded to fishing boat flying distress flags, 106 miles from port of Puerto Pimentel, Peru. Captain thanked SIU crewmembers aboard for efforts in helping fishermen. Boat given diesel, water, food, cigarettes and battery jump start. No beefs or disputed OT reported by department delegates. Ice machine fixed and working OK. Received new sofa in Galveston, Texas. Crew washing machine fixed and many new movies aboard ship. Steward department thanked for doing great job. Ship heading to Argentina, Brazil and Venezuela, with expected payoff in Veracruz, Mexico.

SEA-LAND ANCHORAGE (Sea-Land Service), July 21—Chairman **Garry D. Walker**, Secretary **Gerald Shirley**, Educational Director **K. Bertel**. Chairman announced arrival in port of Tacoma, Wash. with payoff scheduled. Educational director reminded crewmembers to register to vote and to get involved and active in local elections. Ship's department delegates reported no beefs or disputed OT. Clarification received from headquarters about draws—50 percent of net wages allowed. All hands reminded to be courteous to fellow shipmates and return all items to proper place. Steward department given vote of thanks for job well done. Bosun caught a 100-lb halibut in Kodiak, Alaska, and crew had great fish feast.

SEA-LAND EXPEDITION (Sea-Land Service), July 10—Chairman **Norberto Prats**, Secretary **Edgar Vazquez**, Educational Director **Ruben A. Velez**. Chairman reported all running smoothly aboard ship. Educational director advised crewmembers to attend upgrading classes at Paul Hall Center. No beefs or disputed OT reported by department delegates.

SEA-LAND HAWAII (Sea-Land Service), July 18—Chairman **Jimmy L. Carter**, Deck Delegate **James A. Speer**, Engine Delegate **James Hagner**. Educational director announced hazardous materials training information and movie provided for all crew by chief mate. Ship awaiting air conditioning filters which will be installed upon arrival aboard ship. He urged members to go to Piney Point for upgrading courses. Bosun asked for donations to start movie/entertainment fund. Some disputed OT reported in deck department. No beefs or disputed OT reported in engine or steward departments. New mattress requested by one member and new toaster needed for crew lounge.

SEA-LAND LIBERATOR (Sea-Land Service), July 10—Chairman **Joel Miller**, Secretary **R.A. Garcia**. Chairman announced payoff scheduled for Long Beach, Calif.

New mattresses on order for crew. Secretary getting off in Long Beach. He thanked everyone for help in keeping clean and safe ship. He advised members to look toward Lundeberg School for shipboard advancement. No beefs or disputed OT reported by department delegates. Vote of thanks given to steward department for good job.

SEA-LAND PACER (Sea-Land Service), July 10—Chairman **Michael A. Johnson**, Secretary **William C. Wroten**, Educational Director **Stan Popov**, Deck Delegate **Jeffrey Mateer**, Steward Delegate **John Bennett**. Chairman said routine voyage with only minor problems. He reminded crewmembers to close doors gently to avoid waking men in adjoining rooms. He will arrange for exchange of movies in Japan. Department delegates reported no beefs or disputed OT. Vote of thanks given to steward department. Ship is heading toward Pusan, South Korea, with payoff scheduled for Yokohama, Japan on July 15.

SEA-LAND PRODUCER (Sea-Land Service), July 10—Chairman **Kenneth C. McGregor**, Secretary **Donna Jean Clemons**, Educational Director **Jim Smitko**, Deck Delegate **Wilfredo Acevedo**, Engine Delegate **Ted H. Carter**, Steward Delegate **Susano C. Cortez**. Chairman announced steam irons received in port and located in crew laundry room. Captain received repair list and ordered new mattresses. Payoff scheduled for Long Beach, Calif. Men getting off requested to clean rooms. Treasurer announced \$55 in crew fund. No beefs or disputed OT reported by deck, engine and steward departments. Vessel celebrated July 4 with barbecue and fireworks. Crew thanked steward department for job well done and for extra effort for cookout. Bosun thanked deck department for outstanding job in #9 and #10 holds. Next port: Oakland, Calif.

SEA-LAND RELIANCE (Sea-Land Service), July 7—Chairman **A. Eckert**, Secretary **G. Sivley**, Educational Director **A. Jamamillo**. Copies of *Seafarers LOGs* received in Honolulu. Chairman asked all crewmembers to report any necessary repairs. He thanked crew for smooth trip. No beefs or

disputed OT reported by department delegates. Next port: Tacoma, Wash.

SEA-LAND SPIRIT (Sea-Land Service), July 24—Chairman

Catch of the Day



OMU Charles Donley holds the mahi-mahi he caught from the fantail of the *USNS Silas Bent*.

Howard Gibbs, Secretary **Aubrey Gething**, Educational Director **Robert A. Martinez**, Deck Delegate **Theodore Doi**, Steward Delegate **Sheng Jen Hsieh**. Chairman reported new exercise machine purchased for crew. Secretary announced anyone wishing to upgrade at Paul Hall Center should contact the school directly or send in application from *LOG*. Educational director stressed importance of donating to SPAD. Treasurer **Bradford Mack** reported \$140 in ship's fund. No beefs or disputed OT reported by deck, engine or steward departments. Vote of thanks given to steward department for good service and tasty meals. Next port: Honolulu, Hawaii.

Steamship Co. vessel, the *Charles E. Wilson*. He currently resides in Michigan.

RAILROAD MARINE

GARLAND E. BROOKS, 66, joined the Seafarers in 1960 in the port of Norfolk, Va. Brother Brooks was last employed with the marine division of C&O Railroad. He served in the U.S. Army from 1946 to 1947. Brother Brooks has retired to his native Virginia.

CORRECTION

Some factual errors were listed in **Paul Laborde's** retirement announcement in last month's *LOG*. Brother Laborde started his shipping career in 1951 at the age of 16. He became a full book member of the SIU in 1959. He sailed in the steward and engine departments temporarily, but primarily worked in the deck department. Pensioner Laborde spent most of his shipboard life in the capacity of an AB. He also held a bosun's endorsement. He last sailed aboard the supertanker, *Ocean Duchess*, in July 1993. Brother Laborde retired in April 1994.

Pensioners

Continued from page 19

Williams upgraded his skills at the Lundeberg School. He served in the U.S. Navy from 1951 to 1955. The Missouri native has retired to Florida.

GREAT LAKES

JOHN S. MONACO, 61, joined the SIU in 1961 in the port of Cleveland, Ohio. He sailed in the deck department. Brother Monaco served in the U.S. Army from 1952 to 1955. He calls Ohio home.

ALFRED ZAPOLNEK, 71, began sailing with the union in 1948 in the port of Algonac, Mich. He sailed in the engine department. Brother Zapolnek last sailed aboard the American



Final Departures

DEEP SEA

LEO F. BROWN



Pensioner Leo F. Brown, 81, died February 1. A native of Michigan, he joined the SIU in 1961 in the port of Detroit. Brother Brown began his sailing career in the Great Lakes Division and later sailed in the deep sea SIU-contracted fleet. He sailed in the deck department. Brother Brown retired in July 1977.

WESLEY T. CHRISTIANSON



Pensioner Wesley T. Christianson, 68, passed away December 5, 1993. Born in Louisiana, he began sailing with the SIU in 1944 in the port of New York. He sailed in the deck department. Brother Christianson started receiving his pension in January 1988.

STANLEY J. CIESLAK



Pensioner Stanley J. Cieslak, 72, died July 14. A native of Massachusetts, he joined the Seafarers in 1942 in the port of Boston. He sailed in the deck department. Brother Cieslak upgraded at the Lundeberg School. He served in the U.S. Army from 1944 to 1946. Brother Cieslak retired in January 1984.

ROBERT S. COSSIBOIN



Pensioner Robert S. Cossiboin, 74, passed away April 12. Born in Chicago, he began his sailing career with the SIU in 1959 in the port of New York. He sailed in the engine department. Brother Cossiboin upgraded at the Lundeberg School. He served in the U.S. Navy from 1940 to 1945. Brother Cossiboin began receiving his pension in October 1982.

CLIFFORD DAMMEYER



Pensioner Clifford Dammeyer, 66, died July 12. A native of New Jersey, he joined the Seafarers in 1957 in the port of New York. He sailed in the deck department. Brother Dammeyer upgraded at Piney Point and graduated from the bosun recertification course in 1974. He served in the U. S. Air Force from 1946 to 1948. Brother Dammeyer retired in September 1981.

ORLANDO H. DICKSON

Pensioner Orlando H. Dickson, 79, passed away May 28. Brother Dickson joined the Marine Cooks and Stewards in 1965 in the port of San Francisco, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Dickson upgraded at the Lundeberg School.

He began receiving his pension in December 1983.

WILLIAM F. DOUGLAS



Pensioner William F. Douglas, 66, died July 29. Born in Ontario, Canada, he joined the Seafarers in 1947 in the port of New York. He sailed in the deck department. Brother Douglas upgraded at the Lundeberg School. He served in the U.S. Army from 1950 to 1952. Brother Douglas retired in September 1993.

JOHN FEDESOVICH



Pensioner John Fedesovich, 66, passed away December 19, 1993. A native of New Hampshire, Brother Fedesovich joined the SIU in 1946 in the port of Norfolk. He sailed in the engine department. Brother Fedesovich upgraded frequently at the Lundeberg School. He began receiving his pension in May 1989.

THOMAS FOULKE



Thomas Foulke, 28, died August 3. Born in Pensacola, Fla., he signed on with the SIU in 1987 in Piney Point, Md. after completing the Lundeberg School's training course for entry level seamen. Brother Foulke sailed in the deck department and returned to Piney Point for upgrading classes.

JACK E. GERVAIS



Pensioner Jack E. Gervais, 69, passed away May 28. A native of Chicago, he began his sailing career with the Seafarers in 1943 in the port of New York, most recently sailing as a bosun. Brother Gervais retired in February 1986.

JUAN A. GOGLAS



Pensioner Juan A. Goglas, 71, died August 5. Born in Puerto Rico, he joined the SIU in 1944 in the port of New York. Brother Goglas sailed in the engine department. He upgraded at Piney Point. Brother Goglas began receiving his pension in January 1984.

ENRIQUE HERNANDEZ

Pensioner Enrique Hernandez, 68, passed away May 11. A native of Puerto Rico, he began sailing with the Seafarers in 1947 in the port of Baltimore as a member of the steward department. Brother Hernandez upgraded frequently at the Lundeberg School. He retired in November 1991.

ULYSSES M. HOLLINGSWORTH

Pensioner Ulyssus M. Hollingsworth, 83, died August 4, 1993. Born in Coffeetown, Kan., he joined the Marine Cooks and Stewards in 1945, before that union merged with the AGLIWD. Brother Hollingsworth resided in Seattle, Wash. He began receiving his pension in December 1975.

FREDDIE HORN



Freddie Horn, 60, passed away July 21. A native of Jacksonville, Fla., he joined the SIU in 1970 in the port of New York. Brother Horn sailed in the engine department as a QMED. He upgraded frequently at the Lundeberg School. Brother Horn served in the U.S. Army from 1954 to 1957.

HAROLD M. KARLSEN



Pensioner Harold M. Karlsen, 79, died November 24, 1993. Born in Norway, he began his sailing career with the Seafarers in 1941 in the port of New Orleans. He sailed in the steward department. Brother Karlsen retired to Louisiana in April 1979.

JAN M. KOLODZIEJ



Pensioner Jan M. Kolodziej, 84, passed away July 6. A native of Massachusetts, he joined the SIU in 1957 in the port of New York, sailing in the deck department. Brother Kolodziej upgraded at Piney Point. He began receiving his pension in October 1975.

JESUS LAXAMANA



Jesus Laxamana, 50, died July 21. Born in the Philippines, he joined the Seafarers in 1981 in the port of San Francisco. He sailed in the steward department. Brother Laxamana served in the U. S. Army from 1962 to 1965.

THOMAS LUNDY



Pensioner Thomas Lundy, 65, passed away July 19. A native of Mississippi, he joined the SIU in 1955 in the port of Mobile, Ala. He sailed in the engine department. Brother Lundy retired in November 1991.

FRANCIS A. MUNROE

Pensioner Francis A. Munroe, 74, passed away July 8. A native of Canada, he joined the SIU in 1957 in the port of Chicago. He sailed in the steward department. Brother Munroe served in the U.S. Navy

from 1940 to 1947. He retired August 1984.

JAMES E. MARTIN



James E. Martin, 49, died July 11. Born in Cleveland Ohio, he joined the Seafarers in 1991 in the port of Mobile, Ala. He sailed in the engine department. Brother Martin served in the U.S. Navy from 1963 to 1966.

FLOYD E. PERKINS



Floyd E. Perkins, 67, died March 9. Born in Mississippi, he started sailing with the Seafarers in 1951 in the port of Norfolk, Va. He sailed in the engine department. Brother Perkins served in the U. S. Army from 1944 to 1946.

SAMUEL PHILLIPS



Pensioner Samuel Phillips, 94, passed away July 3. A native of the British West Indies, he began his sailing career with the SIU in 1942 in the port of New York. He sailed in the steward department. Brother Phillips began receiving his pension in December 1964.

SAMUEL E. POWELL



Pensioner Samuel E. Powell, 63, died November 12, 1993. A native of Columbia, S.C., he graduated from the Andrew Furuseth School in New York and began sailing with the SIU in 1960. He sailed in the engine department. Brother Powell upgraded at the Lundeberg School. He served in the U.S. Marine Corps from 1948 to 1949. Brother Powell began receiving his pension in January 1988.

SANTOS REYES



Pensioner Santos Reyes, 74, passed away July 2. A native of Texas, he started sailing with the SIU in 1947 in the port of Galveston. He sailed in the steward department. Brother Reyes began receiving his pension in September 1984.

HANS D. SCHULTE



Hans D. Schulte, 52, passed away November 11, 1993. Born in Germany, the naturalized U.S. citizen joined the Seafarers in 1968 in the port of Wilmington. He sailed in the deck department.

Brother Schulte served in the U.S. Navy from 1962 to 1966.

JOHN J. POWERS

Pensioner John J. Powers, 86, died July 27. Born in Boston, Mass., he joined the Seafarers as a charter member in 1938 in the port of Baltimore, sailing as a member of the deck department. Brother Powers retired in March 1966.

ARTHUR SULLA



Pensioner Arthur Sulla, 80, died November 24, 1993. A native of Estonia, he began sailing with the SIU in 1943 in the port of New York. He sailed in the engine department. Brother Sulla was active in union organizing efforts. He began receiving his pension in September 1972.

MICHAEL J. TEWES

Michael J. Tewes, 38, passed away July 6. Born in New York City, he signed on with the SIU in 1978 in Piney Point, Md. after completing the Lundeberg School's training course for entry level seamen. He sailed in the deck department, returning to Piney Point to upgrade his skills. Brother Tewes served in the U.S. Navy from 1973 to 1974.

AUGUSTIN VAN SEVEREN



Pensioner Augustin Van Severen, 82, died July 31. A native of Honduras, he became a naturalized U.S. citizen. Brother Van Severen joined the Seafarers in 1956 in the port of New Orleans. He sailed in the engine department. He retired in November 1979.

DOUGLAS VERGES

Douglas Verges, 59, passed away July 20. A native of New Orleans, La., he joined the SIU in 1969 in the port of San Francisco. He sailed in the deck department. Brother Verges served in the U.S. Marine Corps from 1951 to 1954.

STANLEY D. VIENNA

Stanley D. Vienna, 43, died July 22. Born in California, he joined the Seafarers in 1989 in the port of Honolulu, sailing as a member of the steward department.

J.D. WILSON



J.D. Wilson, 58, passed away August 2. A native of Alabama, he began his sailing career with the SIU in 1959 in the port of Mobile. He sailed in the steward department. Brother Wilson graduated from the steward recertification program at the Lundeberg School in 1982.

INLAND

STEPHEN A. DORAN

Stephen A. Doran, 33, died August 3, 1994. A native of New York, he signed on with the SIU in 1979 in

Continued on page 25

Inquiring Seafarer

Question: What do you do in your time off when you are not on a ship?

(Asked of SIU members in the port of Houston.)



Gary Feurtado, Able Bodied Seaman — I go to Honduras on vacation. My wife was down there; now she is in the United States. I visit relatives while I'm there. I was born in Honduras, but now I'm a U.S. citizen. This makes a big difference when I go back because I am treated with more respect.

Ralph Moore, Recertified Bosun

— When I'm home, I do whatever the union sees fit that I do. Other than that, I just vaca-



tion. Whenever it comes up, I do the political work the union asks me to do. I worked on Bill Clinton's campaign. I've made political signs. If there is a beef on the waterfront, boom, I'm there.



Joseph F. Billotto, Oiler Maintenance Utility — I work around the house and fool around with old cars. I do some mechanical work on old Chevys. I have several projects around the house that I work on, including a swimming pool to take care of. Also, I'm always involved in union affairs and union meetings, even in my time off.

Mauro de la Cerda, Recertified Bosun — On my time off, I try to stay busy around the house. It's



also the only opportunity I have to keep in touch with my family.



Guadalupe Garza, Oiler Maintenance Utility — I come to the union hall. I'm used to it because I've been sailing so long. I started in 1960. At the hall, I see friends, but very few old-timers are around anymore. By coming into the hall, I also keep in touch with politics in my area.

Jerome Smith, Deck Engine Utility

— I like to mess around with automobiles and automobile repairs. Mostly, I work for people I know. I work on all types of cars doing light repair



Know Your Rights

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

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

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

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

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

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

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

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

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

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

EQUAL RIGHTS. All members are guaranteed equal rights in

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

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

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

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

Holiday Greetings Are Just Around the Corner

One of the features of the December LOG that has been extremely well received over the past three years is the inclusion of holiday greetings. Active and retired Seafarers—as well as their family members—are invited to send their greetings to friends, shipmates and loved ones through the pages of the LOG.

The procedure is simple. In 25 words or less (and in your neatest PRINTING possible), write the message in the space provided below. All (legible) greetings that are written in the holiday spirit will be included in the December 1994 issue of the *Seafarers LOG*, if they are received in time. The LOG reserves the right to print one greeting per sender. Others will be



run only if space permits.

The deadline for receipt of the holiday messages is Monday, November 14, 1994. Send them by mail to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746.

After November 1, facsimile copies will be accepted. The fax number is (301) 702-4407.

Forms also may be filled out in any union hall and turned in to the official at the counter—or may be given to the boarding patrolman at a vessel's payoff.



Holiday Message

(PLEASE PRINT OR TYPE)

To: _____

From: _____

Message: _____

Check the block which describes your status with the SIU:

- Active Seafarer Family Member of Active Seafarer
 Retired Seafarer Family Member of Retired Seafarer

Send your greeting to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746. The greeting should be received at the LOG office by Monday, November 14, 1994.

1995 SIU Scholarships

When Opportunity Knocks Open the Door



The cost of a college education continues to rise each year. But for Seafarers and their dependents, help in realizing their educational goals is available in the form of scholarship awards from the Seafarers Scholarship Program. So take advantage of this opportunity and open the door to the start of a new, more secure future—all it takes is completion of an application form.

Eligibility

As in past years, the union will offer seven scholarships in 1995. Four are set aside for the children and spouses of Seafarers. Each of these four scholarships is for \$15,000 to be used at a four-year college or university. The other three are for Seafarers themselves. One of the awards is for \$15,000 for use at a four-year institution of higher learning. The remaining two scholarships amount to \$6,000 each and may be used for study at a community college or vocational school.

Eligibility requirements for Seafarers and their spouses and unmarried dependent children are spelled out in a booklet which contains an application form. It is available by filling out and returning the coupon below to the Seafarers Welfare Plan.

Deadlines

Completed applications with all necessary information included must be mailed and postmarked *on or before April 15, 1995*.

The SAT and ACT exams are given approximately six times a year on specified dates. Applicants should be sure to take whichever

exam is required by the college or trade school they plan to attend. (Tests must be taken by February 1995 to ensure the results will be available for inclusion in the scholarship application package.)

Checklist

Items that need to be included in the full application and postmarked by the *deadline date of April 15, 1995* are:

- Scholarship application
- Autobiographical statement
- Photograph
- Certified copy of birth certificate
- High school transcript and certification of graduation or official copy of high school equivalency scores
- College transcript
- Letters of reference
- SAT or ACT results

Remember, it will take time to gather all this information. Plan ahead to make sure everything will be collected in time. Some schools can be slow in handling transcript requests, so applicants should ask for them as soon as possible. Also, now is a good time for the applicant to start thinking about who should be asked to write letters of recommendation.

For More Information

Ask for a 1995 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 1995 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and the application form.

Name _____

Book Number _____

Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for: Self Dependent

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

9/94

Final Departures

Continued from page 23

Piney Point, Md. after completing the Lundeberg School's training course for entry level seamen. Boatman Doran last sailed as a tankerman.

RAYMOND L. BAXTER



Pensioner Raymond L. Baxter, 61, passed away July 8. Born in Texas, he began his sailing career with the Seafarers in 1973 in the port of Norfolk, Va. He sailed in the engine department. Boatman Baxter started receiving his pension in February 1994.

RAYMOND L. GRIFFIN



Pensioner Raymond L. Griffin, 73, passed away October 18, 1993. Born in Alabama, he joined the Seafarers in 1962 in the port of New Orleans, sailing in the engine department. Boatman Griffin was last employed aboard Dixie Carriers vessels. He served in the U.S. Army from 1941 to 1955. Boatman Griffin retired in August 1985.

FREDERICK C. HANSEN JR.



Pensioner Frederick C. Hansen Jr., 80, died August 6. He began sailing with the SIU in the port of Philadelphia in 1961, working as a captain aboard McAllister Brothers vessels from 1975 to 1980. Boatman Hansen began receiving his pension in December 1980.

RANDOLPH C. JONES

Pensioner Randolph C. Jones, 82, passed away July 27. A native of Virginia, he joined the Seafarers in 1957 in the port of Baltimore. He sailed in the engine department. Boatman Jones retired in February 1975.

CHARLES McCAIN



Pensioner Charles McCain, 80, died December 3, 1993. Born in Florida, he joined the SIU in 1958 in the port of Houston. He sailed in the steward department. Boatman McCain began receiving his pension in April 1975.

ROBERT C. TEABOUT SR.



Pensioner Robert C. Teabout Sr., 71, passed away July 24. A native of North Carolina, he began sailing with the Seafarers in 1966 in the port of Norfolk, Va. as a member of the steward department. He served in the U.S. Army from 1941 to 1950. Boatman Teabout retired in December 1987.

RAILROAD MARINE

ANDREW CARCICH



Pensioner Andrew Carcich, 82, died December 20, 1993. Born in New York City, he joined the SIU in 1960 in the port of New York. Brother Carcich was employed by the Penn Central Transportation Co. He began receiving his pension in March 1978.

FRANK C. TIEDEMAN



Pensioner Frank C. Tiedeman, 75, passed away June 28. A native of New Jersey, he joined the SIU in 1963 in the port of New York. He sailed in the deck department. Brother Tiedeman served in the U.S. Army from 1941 to 1945. He retired in June 1979.

Letters to the Editor

D-Day Coverage in LOG Brings Back Memories

The LOG's coverage of the 50th anniversary of D-Day, as well as National Maritime Day, brought to mind an interesting near-miss I experienced during World War II.

I started sailing in 1944, and at one point had been assigned to a certain Liberty ship, bound for who-knows-where. As I remember after all these years, I had just filed aboard her, signed on and discovered she was bound for Murmansk when I was told to report back to the union hall in New York.

The dispatcher asked me if I would mind taking five days' pay for my trouble and filing off, since I had accidentally been signed on as one AB too many (more than our agreement at that time called for). Apparently, there had been a new, young captain on board, and he had made an honest mistake.

Luckily, I agreed to quit the ship at the dispatcher's request, because from that time on, I never saw one of that crew again. (I retired in 1978.) I assume she went down with all aboard, into the freezing seas on the way to Russia.

Later, I did make the voyage to Russia, without incident.

Clarence (Bud) Cousins
Butler, PA

Thanks to School For Excellent Training

All of us here on the *1st Lt. Baldomero Lopez* in the steward department would like to thank the Harry Lundeberg School and all department heads for the excellent training in the culinary field.

All of us [aboard the *Lopez*] at one time or another have been to the school for upgrading and training, and for this reason, we truly have an outstanding steward department. The food and service on the *Lopez* has been without discrepancies and has been applauded by the entire crew. I personally encourage anyone who has a chance to upgrade to do so. "Be all you can be."

We on the *Lopez* would like to say thanks to the Harry Lundeberg School and the SIU for all their support.

Anthony M. Ferrara
Chief Steward
1st Lt. Baldomero Lopez

Lundeberg School Graduating Classes



Trainee Lifeboat Class 527—Graduating from trainee lifeboat class 527 are (from left, kneeling) Ben Cusic (instructor), Terry Gunderson, William Mathews Jr., Gian Smith, Luis Martinez, David Sharp, Richard Mossman, Scott Abramson, (second row) Nolane Purifoy, Joseph Canell II, Thomas Hawkins, Dennis Stephenson Jr., Scott Brown, Timothy A. Cohen, Brian Hulstrom, Craig S. Reid, Jerome Parrenas and Jason Smith.



Able Bodied Seaman—Certificates of completion were received by the August 11 class of upgraders. They are (from left, kneeling) Michael Moore, James Strickland, Joseph R. Carmine, Clifford Blackmon, David Scott, Tom Gillian (instructor), (second row) Washington H. Williams Jr., Richard Gendaszek, David Deloach, Terry Johnson, Tom Graves, Chris Campos, Kevin George, (third row) Matthew Sandy, Nathaniel T. Jennings and Roger L. Jackson.

A Reminder of What a Seafarer Needs When Admitted to the School

When preparing to upgrade at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md., members are reminded to follow a few guidelines which will make their admission easier.

Travel plans by upgraders should be finalized through their port agent no later than 10 days before the scheduled class starting date. Members should contact their union hall as soon as they receive the scheduling letter from the Lundeberg School.

For those members driving to the facility and planning to park their vehicle on school property, upgraders must provide a valid driver's license, proof of insurance and vehicle registration when checking in.

All upgraders are required to bring the following items at the time of admission:

- Original certificates of discharge showing sufficient seetime for the U.S. Coast Guard endorsement they are seeking;
- Six passport size (2 by 1½ inches) photographs;
- A valid merchant mariner document (z-card), Lundeberg School identification card and SIU membership book;
- A completed physical examination form; and
- A Seafarers Welfare Plan drug screen-

ing form, valid through the course test date.

All galley gang members planning to upgrade must possess a lifeboat endorsement prior to entering the steward department upgrading class.

If members have any questions or problems concerning upgrading at the Lundeberg School, they should contact their port agent or the school's admission office at (301) 994-0010.

Lundeberg School Admissions Checklist

- Discharge certificates
- Six passport-size photos
- Merchant mariner document
- Lundeberg School ID
- SIU membership book
- Physical exam form
- Drug-free clearance

When upgrading at the Lundeberg School, a Seafarer should have the above items on his or her person to provide to the admissions office.



Radar—Graduating from the radar course on July 28 are (from left), Frank Hedge, Casey Taylor (instructor), Richard Montalvo and Mark Lamara.



Diesel Engine—The July 15 graduates of the diesel engine class are (from left, front row) Alex J. Lottig, Oswald Bermeo, Thomas Keseru, (second row) Chris Beaton, Mark Striby, Raymona Gayton, J.C. Wiegman (instructor) and Gregory Eastwood.



Celestial Navigation—Completing the celestial navigation course on August 10 are (from left, front row) Michael McKnight, Victor Rosado, (second row) Charles Varney, Michael Hill, Brad Haines, (third row) Jim Brown (instructor), Stephen Votta and John F. Schmidt. Missing from photo is Raymond Marquis.



Bridge Management—Upgrading graduates of the August 10 bridge management class are (from left) Darrell E. Peterson, Casey Taylor (instructor), Raymond Snow, James W. Jones and Frank Hedge.

LUNDEBERG SCHOOL 1994 UPGRADING COURSE SCHEDULE

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

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

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	September 9	October 21
<i>All students must take the Oil Spill Prevention and Containment class.</i>		
Bridge Management (Shiphandling)	October 21	November 4
Radar Certification	September 16 October 14	September 23 October 21
Celestial Navigation	September 9	October 21
Limited License, Part 1	September 26	October 7
Limited License, Part 2	October 10	October 21
Limited License, Part 3	October 24	November 4

Safety Specialty Courses

Course	Check-In Date	Completion Date
Oil Spill Prevention and Containment	October 21	October 28
Lifeboatman	September 9 October 7	September 23 October 21
Basic/Advanced Fire Fighting	September 16 November 25	September 30 December 9
Sealift Operations & Maintenance	September 5	September 30

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	October 3	November 7

Steward Upgrading Courses

Course	Check-In Date	Completion Date
Assistant Cook, Cook and Baker	Contact admissions office for starting dates	
Chief Cook, Chief Steward	Contact admissions office for starting dates	

Engine Upgrading Courses

Course	Check-In Date	Completion Date
<i>All students must take the Oil Spill Prevention and Containment class.</i>		
Refrigerant Handling - EPA (Refrigeration Tech. Certification)	September 6	September 8
Fireman/Watertender and Oiler	September 12	October 21
Pumproom Maint. & Operations	September 5	October 14
Hydraulics	October 3	November 28
Marine Electrical Maintenance	September 12	November 4
Welding	October 24	November 18

1994 Adult Education Schedule

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

Course	Check-In Date	Completion Date
GED Preparation	12 weeks - open-ended admission	
Adult Basic Education (ABE)	6 weeks - open-ended admission	
English as a Second Language (ESL)	6 weeks - open-ended admission	
Developmental Studies	September 5	September 9

General Education College Courses

Session III September 12 November 4

NOTICE TO SEAFARERS

In order to better meet the future needs of SIU members, the Seafarers Harry Lundeberg School of Seamanship located at the Paul Hall Center for Maritime Training and Education will be running a decreased class schedule during the months of November and December. During this time period, the school will be preparing additional classes based on new governmental regulations, upgrading present course materials and repairing and maintaining classroom equipment. Instructors also will be attending advanced courses to enhance their knowledge and skills. The full 1995 class schedule, which will be ready in late fall, will be published in the *Seafarers LOG* as soon as it is released. Members with any questions may contact the school's admission office at (301) 994-0010.

UPGRADING APPLICATION

Name _____
 Address _____
 Telephone _____
 Date of Birth _____

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

Yes No Firefighting: Yes No CPR: Yes No
 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: _____

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

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

SEAFARERS' LOG



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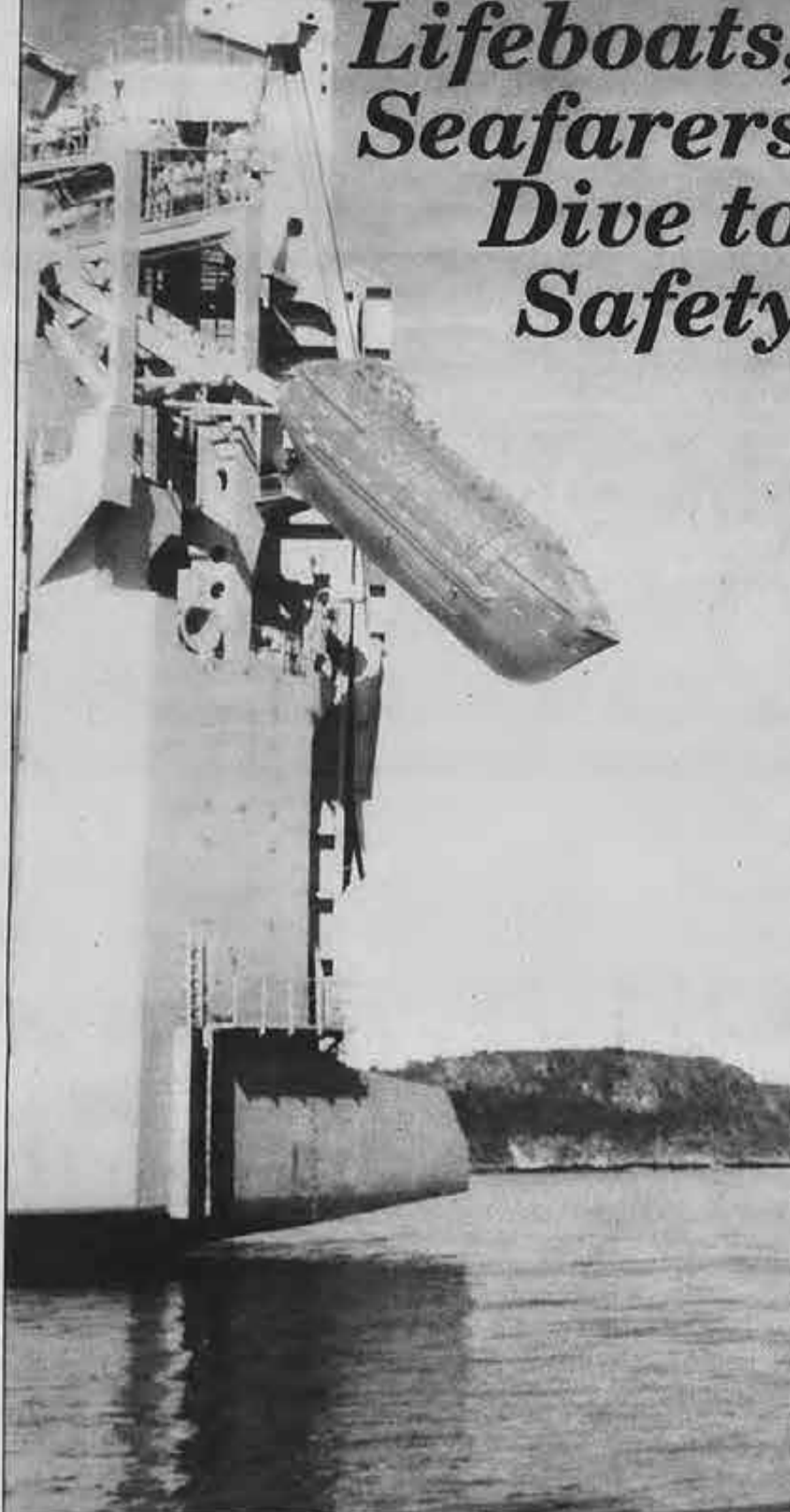
September 1994

Holiday Greetings Via the LOG

Where will you be in December for the holidays?

Whether at sea or ashore, Seafarers can send holiday messages to their loved ones through the LOG. See page 24.

In Free-Fall Lifeboats, Seafarers Dive to Safety



"It was quite a ride," said AB James Souci, describing his first abandon ship drill from the *Cape Washington* on a free-fall lifeboat.

The *Cape Washington*, stationed in Guam as part of the U.S. military's prepositioning fleet of vessels, has one of only two such lifeboats on U.S.-flag vessels. The other is aboard the SIU-crewed *Cape Wrath*.

Capt. T.W. Merrell of Amsea, which operates the vessels for Maritime Administration (MarAd), told the *Seafarers LOG* that all the tests aboard both vessels have gone well. "We have had no problems so far with the crews adapting to these lifeboats," he added.

Specially Designed Boats

Before being purchased by MarAd several years ago, both the *Cape Washington* and the *Cape Wrath* were car carriers (formerly named the *Hual Trader* and the *Hual Transporter*), owned by Hoegh Line in Oslo, Norway. The free-fall lifeboats were specially designed for these ships, and during conversion by the Maritime Administration for use in the prepositioning fleet, the lifeboats stayed aboard.

A free-fall lifeboat is one in which the craft, with its full complement of persons and equipment on board, is hydraulically released and allowed to fall into the sea without any restraining apparatus. The fully-enclosed, self-contained boats are common aboard European vessels. The U.S. Coast Guard maintains rigorous criteria to approve new concepts in life-saving apparatus and has given its full acceptance to the free-fall lifeboats.

Like Souci, who sails from the port of San Francisco and who sent the *LOG* the photographs appearing on this page, all crewmembers aboard the *Cape Washington* and *Cape Wrath* must practice using the free-fall lifeboats at least once every six months.

The fiberglass survival boats, in which the hull and superstructure are integrated into one unit and finished with an external coating in the color often described as 'international orange,' are 10.5 meters long and 3.4 meters high, with a capacity of 40 persons—large enough to hold the entire crew of 31 aboard the Amsea vessels. Each boat is powered by a 30 HP SAAB diesel engine. Two side hatches and one top hatch make for easy access into and out of the lifeboat.

There are two methods of evacuating the boat from its carrier: lowering or free-fall. The choice of launching method

may be determined by the circumstance and whether it is an emergency.

Two Launching Methods

The free-fall method is the quickest, one in which the boat will become clear of the ship immediately by means of a hydraulic release. Strong winds and heavy seas will not hamper the effectiveness of the launch, and if the craft should roll over, it will immediately float to an upright position. After launching, the boat's water-cooled diesel engine can be started at the surface.

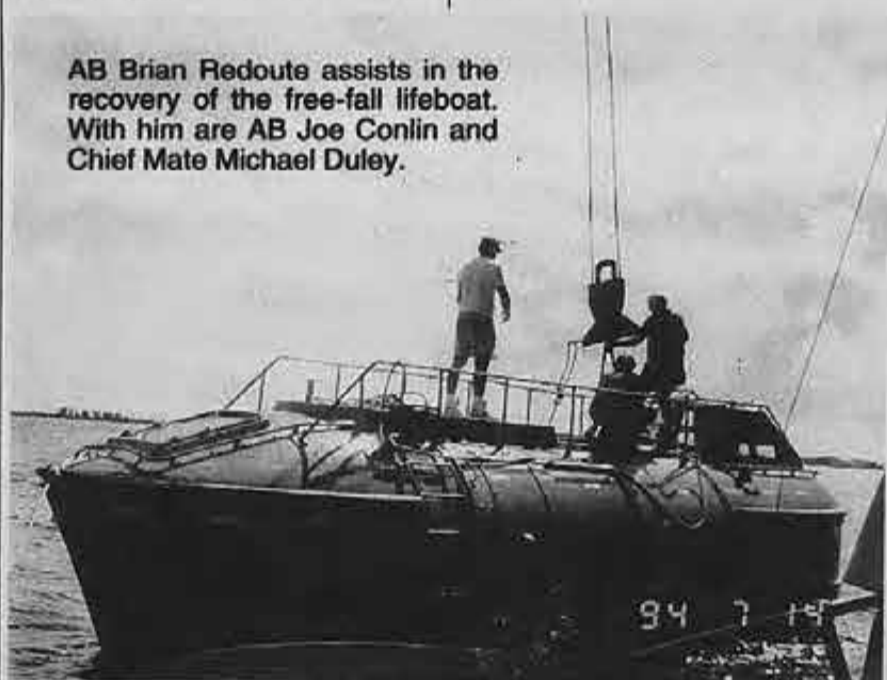
This is the method AB Souci and his fellow crewmembers practiced. For such training purposes, the launching height must not exceed 20 meters and the angle of dive must be between 20 and 50 degrees.

The other method is the more traditional lowering. It takes more time, and steering clear of the ship may be more difficult in heavy seas compared with the free-fall method. This more conventional method would probably work better in a rescue operation in which the boat is

lowered and survivors from a distressed vessel come aboard. In both cases, all crewmembers are seated in individual, upholstered seats (with their backs to the launching direction) and must be secured by a body harness seat-belt—much like in a race car—before a launch can occur. Steering of the craft, once it is in the water, is by a wheel at the stern.

A review of other SIU-contracted shipping companies revealed no immediate plans to convert the lifeboats on their vessels to the free-fall system. Also, Coast Guard officials noted there are no plans for mandating any such conversions on U.S.-flag ships.

As part of the military's prepositioning fleet of vessels, many of which are managed and operated by private shipping companies and crewed by seafarers, the *Cape Washington* is kept fully operational throughout the year and is a vital part of the military's strategy to get equipment to an area of potential conflict in a very short period of time.



AB Brian Redoute assists in the recovery of the free-fall lifeboat. With him are AB Joe Conlin and Chief Mate Michael Duley.

The angle of dive of the free-fall lifeboat is anywhere between 20 and 50 degrees (above) as it is launched from the *Cape Washington*. Below, the abandon ship drill successfully completed, crewmembers open the hatches.



AB Justin Savage (left) catches his breath after serving as the boat coxswain during the abandon ship drill.

Help Locate This Missing Person

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

Last seen in Philadelphia on June 28, 1978 in the company of two adult males

when he was 14 years old, he has not been seen or heard from since and is considered at risk as lost, injured or otherwise missing. The photo below has been age-enhanced to show how the 30-year-old man might appear today.

At the time of his disappearance, the brown-haired, blue-eyed boy was 5 feet tall and weighed 100 pounds. He has a scar near his right eye.

Anyone having information on the whereabouts of Michael McCool should contact the National Center for Missing and Exploited Children at (800) 843-5678 or the Missing Persons Unit of the Philadelphia (Pa.) Police Department at (215) 685-1671.



Michael McCool as he is believed to look at age 30.