

# SEAFARERS LOG



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July 1995

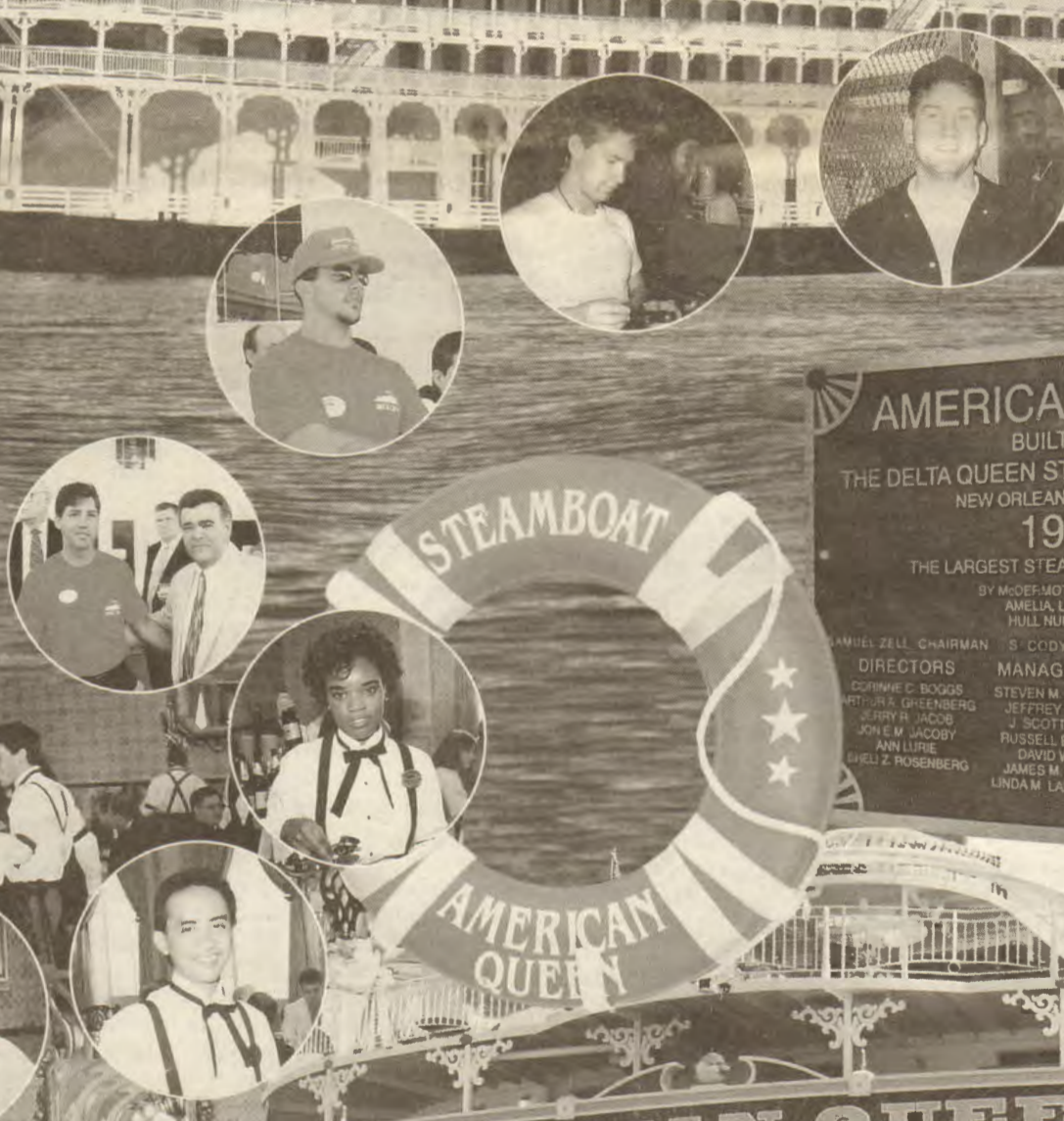
**Hundreds of New Jobs Added to SIU Rolls**

# Seafarers Break Out The American Queen



SIU members last month crewed the world's largest steamboat, the *American Queen*, and prepared the ship for its maiden voyage. The U.S.-built, U.S.-flag passenger vessel was christened in New Orleans on June 2 and began passenger service later in the month.

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**AMERICAN QUEEN**  
BUILT FOR  
THE DELTA QUEEN STEAMBOAT COMPANY  
NEW ORLEANS, LOUISIANA  
**1995**  
THE LARGEST STEAMBOAT EVER BUILT  
BY McDEF-MOTT SHIPYARDS  
AMELIA, LOUISIANA  
HULL NUMBER 296

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## President's Report

### Long Live the Queen

Last month, Seafarers helped break out the *American Queen*, the new passenger steamboat owned and operated by The Delta Queen Steamboat Company. The U.S.-built vessel began its first official passenger cruise June 27, a 16-day voyage from Pittsburgh to New Orleans. I am confident it was the start of a long and prosperous existence for this truly breathtaking boat.



Michael Sacco

Naturally, from the SIU's perspective, the *American Queen* first and foremost represents jobs for Seafarers. With a crew numbering nearly 200 (including Seafarers and members of the American Maritime Officers), the *American Queen* provides excellent employment opportunities for SIU members who work as deckhands, oilers, cooks, cabin attendants and more. In an era when layoffs and shutdowns routinely are happening in so many industries all across the country, it is especially important and gratifying to see the creation of new jobs for American workers.

These jobs do not come at the expense of Seafarers working aboard the company's other vessels. The *Delta Queen* and *Mississippi Queen* will continue to ply the inland waterways, with full complements of Seafarers aboard them.

Of course, the beauty and fine construction of the *American Queen* itself cannot be overlooked. Every part of the boat, from the giant paddle wheel to the finely decorated passenger cabins, from the state-of-the-art pilothouse to the comfortable dining rooms, is first-class. The fact that it is American-built only enhances its attractiveness.

Years ago, Delta Queen and its parent company, American Classic Voyages of Chicago, made a commitment to American workers and the U.S. flag. That became evident to the many tourism writers, travel agents and others attending the christening of the *American Queen* in New Orleans on June 2. The new vessel generated an air of excitement rarely seen in the U.S.-flag maritime industry.

Without overstating the SIU's role in any of this, I also offer my most sincere congratulations to the crews of the *Mississippi Queen* and the *Delta Queen*. I hope and believe that the arrival of the newest boat reflects positively on the SIU members who for years have worked aboard the *Mississippi Queen* and *Delta Queen*. Their dedication and professionalism undeniably have contributed to the company's success, which in turn helped make it viable to build the *American Queen*.

However, the company's commitment has been evident to Seafarers long before the *American Queen* steamed to life. In 1993, American Classic Voyages purchased American Hawaii Cruises and took over operations of the only U.S.-flag ocean-going passenger ships, the SIU-crewed *SS Independence* and *SS Constitution*.

American Classic Voyages said it was committed to keeping these two ships sailing around the Hawaiian Islands with American mariners aboard.

To show its faith in the future of these ships, the company began renovations to modernize the *Independence* last year and returned it to service. The work was done in an American shipyard.

This month, the *Constitution* heads to drydock to begin a year's worth of service and upgrading. Like its sister ship, the *Constitution* also will be renovated by American workers in a U.S. shipyard.

The action taken on both of these vessels will keep them sailing well into the next century.

The decision by American Classic to construct the new steamboat and renovate the ocean-going vessels represents well-managed U.S. companies investing in American workers — not just the crewmembers, but also the shipyard workers and others. In my estimation, that's a great formula for success, and I hope others will follow the example.

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## Operators, Unions Challenge Review of Cargo Preference For Federal Deficit Reduction

U.S.-flag ship operators and maritime unions are battling efforts by government agencies and Congress to cut funding for cargo preference programs as a way to lower the U.S. government's budget deficit.

In response to a proposed rule being considered by the Maritime Administration (MarAd), officials of five trade associations representing U.S.-flag ship operators have told the Transportation Department agency they are willing to consider changes in the way bulk cargo preference laws are being administered.

The MarAd action and associations' response come at the same time that Congress and cabinet-level departments are reviewing cargo preference laws to find ways to reduce federal spending.

In a letter dated June 19 to Joel C. Richard, secretary for MarAd, the associations—including the American Maritime Congress, American Maritime Officers Ser-

vice, Labor Management Maritime Committee, Maritime Institute for Research and Industrial Development and Transportation Institute—outlined several proposals they would like to see included in any revision.

(Cargo preference laws spell out what percentage of U.S. government-impelled cargo is to be carried aboard American-flag vessels. The Cargo Preference Act of 1954 denotes that a minimum of 50 percent of government-mandated cargo must sail aboard privately owned U.S.-flag ships. The 1985 farm bill calls for 75 percent of government-impelled U.S. agricultural products to be carried aboard American-flag vessels. Finally, the Cargo Preference Act of 1904 dictates that all Defense Department cargo must be transported on U.S.-flag bottoms.)

The maritime associations informed MarAd they "support the principle of cargo preference for

United States government-generated cargoes as an appropriate means to help maintain a privately owned United States-flag merchant marine." They pointed out that the Persian Gulf War demonstrated the need to have trained merchant mariners available to crew vessels in times of national emergencies.

### Improved Efficiency Is Needed

In the letter, the associations' representatives stated that despite the fact some arguments used against bulk cargo preference laws are based on inaccurate information, "we do agree that steps can and should be taken to improve the overall efficiency and cost effectiveness of cargo preference."

The associations said the present system to determine the cost to ship preference bulk cargo on American-flag vessels has several flaws. They noted U.S.-flag vessel operators are required

Continued on page 16

## Navy League Honors Brand for Work In Promoting U.S. Merchant Marine

The Navy League of the United States presented the Vincent T. Hirsch Maritime Award for "outstanding leadership" to Herbert Brand, chairman of the Transportation Institute, for "his many and varied contributions to the United States shipping industry, and in turn to national security over a span of almost 50 years."

Named for the late president of the Navy League who was a fervent supporter of U.S.-flag merchant shipping for its vital defense role, the Vincent T. Hirsch award is presented to "a distinguished American who is particularly effective in creating a broader understanding of the merchant marine to national security."

Presenting the award to Brand were Navy League President Evan Baker and Vice Admiral Albert Herberger, the U.S. Maritime Administrator. Admiral Joseph W. Prueher, the vice chief of Naval Operations, participated in the award ceremony and delivered the principle address.

The league's award cited Brand for "his expertise and intrinsic knowledge" of the maritime industry which has "aided materially in the establishment and implementation of maritime programs to meet the challenges of foreign competition, and his advice has been highly valued by both industry and government."

The citation, given June 2 at the league's national convention in St. Louis, noted that Brand has "played a pivotal role in the enactment of the Merchant Marine Act of 1970, and has been instrumental in fostering mutual understanding and cooperation among all segments of shipping, and shipbuilding management and labor, and many segments of



Herbert Brand (left), chairman of the Transportation Institute, receives the Navy League's Vincent T. Hirsch Maritime Award for his nearly 50 years of leadership in the U.S.-flag maritime industry. Presenting Brand with the award are U.S. Maritime Administrator Albert Herberger (center) and Navy League President Evan Baker.

government involved in maritime affairs."

The award called attention to "the leadership he has consistently displayed, as president and the chairman of the Transportation Institute, and that as a member of the Board of Governors of the National Maritime Council he's been essential to the efforts to aid U.S. shipping."

Brand's "unswerving dedication to the cause of a strong and healthy U.S.-flag merchant marine has been an inspiration," the league stated.

After service in the U.S. Navy during World War II, Brand became associated with the Seafarers International Union. He served the SIU in a wide range of capacities, including director of public relations and director of organizing as well as being involved in domestic and international maritime matters. He worked very closely with then

SIU President Paul Hall.

After more than 20 years with the union, Brand was named to help develop the Transportation Institute, a Washington, D.C.-based management association engaged in U.S.-flag maritime industry promotion and research. He subsequently was named president of the Transportation Institute, a position he held until he was named chairman by the board of directors.

Founded in 1902, the Navy League of the United States is a 68,000-member patriotic civilian organization dedicated to educating American citizens about the need for sea power to maintain America's national security and economic well-being. To that end, members in more than 300 councils worldwide engage in activities supportive of the U.S. Navy, Marine Corps, Coast Guard and U.S.-flag merchant marine.



# The American Queen Steams to Life

## SIU-Contracted Passenger Riverboat Starts Service

The Seafarers-crewed, U.S.-built passenger boat *American Queen* officially began service June 27 in Pittsburgh, marking the start of operations for the largest steamboat ever constructed.

Christened earlier last month in New Orleans, the 418-foot *American Queen*, which carries a crew of 170, joins its sister ships *Delta Queen* and *Mississippi Queen* as the only authentic overnight paddlewheel steamboats operating in the U.S. The *American Queen* can carry 436 passengers, more than either of the other two vessels.

All three boats are crewed by Seafarers and operated by The Delta Queen Steamboat Co., headquartered in New Orleans. They offer three- to 16-night cruises on the Mississippi, Ohio, Cumberland, Tennessee, Atchafalaya and Arkansas rivers.

Following the June 2 christening, SIU members on the *American Queen* expressed en-

thusiasm about working aboard the vessel, which was built by Americans during a two-year period at McDermott Shipyard in Amelia, La., at a cost of approximately \$70 million.

"The whole crew is very excited. It's just a great boat," said Deckhand **Aleck Brown**, 32, who also has worked aboard the *Mississippi Queen*.

"It's a wonderful atmosphere," agreed 20-year-old Deckhand **Ryan Webster**, a graduate of the entry-level training program at the Paul Hall Center's Lundberg School. "We have a good crew, a great captain and the boat is excellent."

Seafarers reported to the *American Queen* several weeks before the christening to prepare it for river trials in May. "I've been operating the boiler, changing oil, working on generators and doing some maintenance. Everything's going really well," reported Fireman **Ben Strunk**.

Third Engineer **Joe Overstreet**, an SIU hawsepiper who for years sailed on deep sea vessels, noted, "We've had some bumps and grinds, but she's come around. It's a great boat and a new experience for me."

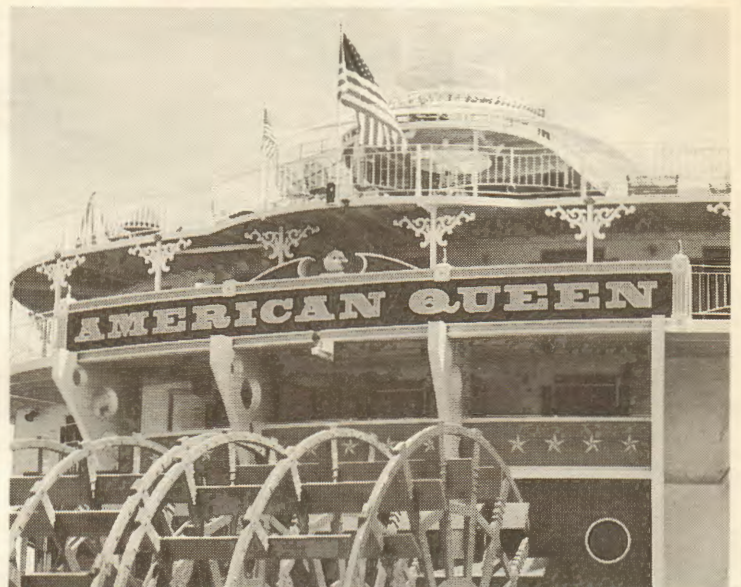
"We have a good unlicensed crew and everyone's doing a good job." Deckhands, cabin attendants, food-service personnel and other SIU members also were busy preparing the *American Queen* for its inaugural cruise—a 16-night venture from Pittsburgh to New Orleans, retracing an 1811 journey of the *New Orleans*, the first steamboat ever to travel America's rivers.

"It's hard work, but it's fun and exciting," stated **Bobby Chiselbrook**, a member of the steward department.

Jeffrey Krida, president of Delta Queen, cited the good per-

formance of crewmembers as a factor in both the 105-year-old company's success and the decision to build the *American Queen*. "The trick for us is in the way we treat our passengers. . . . It's not so much the ship's facilities, but the sincerity of the crew that serves [the passengers] and how they are served," he said.

Nevertheless, the *American Queen's* polished 19th-century decor drew rave reviews from reporters, travel agents and others who boarded the boat prior to the official inaugural cruise. The national newspaper *USA Today* described the *American Queen* as "a wedding cake that invites you to run your fingers through its frosting," while the (New Orleans) *Times-Picayune* simply tabbed it "one grand riverboat."



The new *American Queen* joins its sister ships *Delta Queen* and *Mississippi Queen* as the only authentic overnight paddlewheel steamboats operating in the United States.

### American Queen Facts

- Crewmembers: 170
- Passengers: 436
- Construction cost: Approximately \$70 million
- Built at McDermott Shipyard, La.
- Length: 418 feet
- Beam: 89.3 feet
- Gross tonnage: 4,700
- Propulsion: 60-ton paddle wheel with 36-foot shaft
- Machinery: Vintage tandem compound horizontal reciprocating steam engines, assisted by two electric z-drive steerable propulsion thrusters and twin bow thrusters
- Construction: All-steel welded hull and superstructure
- Accommodations: 222 suites and staterooms

## House Considers Bill to Export Alaskan Oil on U.S.-Flag Ships

The House of Representatives is expected to consider this month legislation that would lift a 22-year ban on the export of Alaskan North Slope crude oil as long as it is carried aboard U.S.-flag tankers.

The bill (H.R. 70), which has the support of the SIU, already has received bipartisan support in the House Resources Committee. The group marked up H.R. 70 on May 17 in a voice vote in which both Republicans and Democrats stated their support. (When a bill is marked up, it is made ready for consideration by the next higher level, in this case, the full House of Representatives.)

Similar legislation cleared the Senate by a 74-25 vote on May 16. Senators from both political parties stated during the debate that the bill, known as S. 395 in the Senate, would create American jobs and help the U.S.-flag tanker fleet.

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

Both the House and Senate versions of the legislation call on Congress to lift the ban to sell Alaskan North Slope crude oil to foreign nations, imposed during the Arab oil embargo of 1973, as long as it is carried aboard U.S.-flag tankers.

In announcing its support for the measure at hearings in the House and Senate, the SIU stated the bills would keep the U.S.-flag independent tanker fleet sailing into the next century which would provide jobs for American mariners. Previously the union had opposed lifting the ban. However, the SIU changed its position last year when legislation was introduced to permit the export sales as long as the oil was carried aboard U.S.-flag tankers.

Lifting the ban as long as the oil is carried on American-flag tankers also has the support of the Clinton administration.

During the same congressional hearings, the deputy secretary for the Energy Department, William H. White, told the House and Senate committees that the administration favors the legislation as written. White also noted during a House Resource Committee hearing on May 9 that the U.S. Trade Representative has stated H.R. 70 does not violate provisions within the Organization of Economic Cooperation and Development and the General Agreement on Tariffs and Trade.



Deckhands Scott Manley (left) and Duncan Armentor clean the *American Queen's* deck following the christening last month in New Orleans. The deck gang worked through a powerful and spicy scent, as the boat was christened with a giant bottle of Tabasco Pepper Sauce.

## Cape Race Breaks Out for Bosnia

Seafarers have crewed a Ready Reserve Force (RRF) roll-on/roll-off vessel expected to participate in the United Nations (U.N.) peacekeeping effort in Bosnia.

The *Cape Race*, operated by OMI Corp., left the port of Norfolk, Va. on June 28. News reports state the vessel is sailing to England to pick up equipment for use by U.N. peacekeepers positioned in the war-torn country located in southeastern Europe near the Adriatic Sea in what used to be Yugoslavia.

(RRF vessels make up a fleet of militarily useful vessels docked around the country in layup or reduced operating status that are activated in times of national emergency. The ships are owned by the Maritime Administration, which contracts their operations to various U.S.-flag shipping companies.)

Fighting has raged for years in the area between Bosnian Serbs, Croats and Muslims. Through the use of non-combatant troops from



The SIU-crewed *Cape Race* is sailing to England to load equipment needed by U.N. peacekeeping forces positioned in Bosnia.

member nations, the U.N. has tried to stop the fighting but has had little success. Previous American efforts in the peacekeeping operation have been limited to air support for U.N. ground forces and donations of food and other supplies for civilians.

The break-out of the *Cape Race* comes after President Clinton met with other European leaders to discuss the situation in

Bosnia. Recently, U.N. peacekeepers were held hostage and being used as human shields to prevent air attacks on Bosnian Serb forces.

Late last month, the North American Treaty Organization (NATO), an alliance of 16 nations in North America and Europe, approved provisions to send forces into Bosnia to remove the peacekeepers from the fighting. The U.S. is a member of NATO.



## Efforts Continue for Enactment of U.S. Ship Bill

Efforts continue on Capitol Hill to gain support for a 10-year program to provide funds for approximately 50 U.S.-flag containerships.

The Maritime Security Act (H.R. 1350) is awaiting action by the House of Representatives after the bill cleared the chamber's National Security Committee on May 24. Earlier in the month, H.R. 1350 had been marked up by the committee's Merchant Marine Panel.

(The act of marking up a bill in Congress makes the legislation ready for review and consideration by the next higher level.)

The bill, which has the support of the SIU and other maritime unions, calls for the Department of Transportation to provide annual appropriations of \$100 million over a 10-year period to help fund roughly 50 U.S.-flag containerships. In turn, the companies whose vessels receive the dollars would make those ships available to the Department of Defense in times of national emergency or war.

In a letter dated June 22, Representatives Herbert H. Bateman (R-Va.), Merchant Marine Panel chairman, and Gene Taylor (D-Miss.), the panel's ranking minority party member, wrote the chairman of the House Ap-

propriations Subcommittee for Commerce, Justice, State and Judiciary to fund the provisions of H.R. 1350. (The subcommittee oversees spending for the merchant marine.)

### Outline Reasons for Support

In the communication with Representative Harold Rogers (R-Ky.), the pair outlined four reasons why the bill should be supported and funded.

First, they pointed out the bill would "significantly enhance our nation's sealift capability and military security. It will ensure that our country will not become totally dependent on foreign nations and foreign crews to transport the supplies and equipment needed by American servicemen overseas."

Bateman and Taylor noted an active U.S.-flag maritime fleet makes sure the nation has "trained, loyal American merchant mariners" available in times of emergencies. It guarantees America will have militarily useful vessels ready for overseas operations, they added.

### Helps Economy

The congressmen stated that the bill also encourages a domestic commercial shipbuilding and ship repair industry.

The second point made by Bateman and Taylor is H.R. 1350 will contribute positively to America's economy.

They wrote that the American maritime industry provides jobs which "generate much-needed revenues for federal and state taxing authorities, and improves our balance of payments and balance of trade."

Another matter of concern brought to Rogers' attention by the pair was H.R. 1350 would "eliminate intrusive federal regulations which impede the ef-

ficient and cost-effective operation of United States-flag ships."

Bateman and Taylor stated the bill would allow American-flag shipping companies to replace older vessels with newer, more efficient ships to compete with foreign carriers. They added H.R. 1350 also would permit operators to alter trade routes without going through hearings for government approval.

The final point made in the letter to Rogers stated Congress would have "an ongoing oversight role in the implementation of maritime policy" with the pas-

sage of H.R. 1350.

The Congress would "have the opportunity each year to evaluate the effectiveness of this program and to consider changes necessary to increase the ability of the United States-flag merchant marine to enhance the economic and military security of our nation," they wrote to Rogers.

Bateman and Taylor wrapped up their letter by saying, "We are convinced H.R. 1350 as reported is consistent with the goals and objectives of the 104th Congress. It makes good sense militarily and economically."

## Kirkland Announces Retirement As Labor Federation President

AFL-CIO President Lane Kirkland, who started his career as a merchant ship deck officer during World War II, will retire as head of the nation's federation of labor, effective August 1.

In announcing his retirement from a position he has held almost 16 years, Kirkland stated, "Service in the cause of free and democratic trade unionism is a privilege, and I am happy and secure in the conviction that I have been faithful to it. A life spent in that service is a happy one, and I regret nothing."

SIU President Michael Sacco praised the leadership that Kirkland has provided the labor movement. "For more than 50 years, Brother Kirkland has given unselfishly of himself to improve the lives of America's working men and women," Sacco said. "He has held steadfast to this vision. We in labor owe him a great deal and thank him for his unwavering commitment to the movement and the country."

### Started in Maritime

Sacco also recognized Kirkland for his concern regarding the U.S.-flag merchant marine. He noted this dedication goes back to Kirkland's beginnings in the labor movement as a member of the International Association of Masters, Mates and Pilots.

After graduating from the U.S. Merchant Marine Academy in Kings Point, N.Y. in 1942, Kirkland sailed during World War II as a deck officer. He served aboard seven different vessels carrying ammunition and other materiel in the North Atlantic, along the North African coast and in the Pacific island campaigns.

During a speech he delivered at the academy in March 1993, Kirkland recalled being asked by a reporter if he was afraid of a decision he had made concerning a course of action for the AFL-CIO.

He responded, "Afraid? I'll tell you what afraid is. Afraid is a four-hour night watch on the bridge of a freighter in the middle of a blacked-out convoy loaded with high explosives and high octane gasoline, in a full gale in mid-winter in the North Atlantic, surrounded by wolfpacks."

"Afraid is knowing that in another eight hours you are going to have to do it all over again and for many days and nights yet. That's what afraid is, and I haven't been afraid of anything since."

Following the war, he worked at the U.S. Navy's Hydrographic Office in Washington, D.C. as a nautical engineer. At the same time, he studied and acquired his bachelor's degree from the Georgetown University School of Foreign Service in 1948.

After receiving his diploma, Kirkland joined the



AFL-CIO President Lane Kirkland, shown speaking at the labor federation's 1993 convention, announced he will step down August 1 after 16 years at the helm.

research staff of the American Federation of Labor (AFL). During the next 10 years, he handled a wide range of assignments with the AFL, then the AFL-CIO following the merger with the Congress of Industrial Organizations.

In 1958, Kirkland joined the International Union of Operating Engineers as director of research and education. Two years later, he was named the executive assistant to then AFL-CIO President George Meany.

### Elected President in 1979

Kirkland was elected secretary-treasurer of the AFL-CIO in 1969. He held the position until his election as president during the labor federation's 1979 convention.

During his tenure, Kirkland unified the labor movement by bringing the United Automobile Workers, the Teamsters, the United Mine Workers and the International Longshoremen's and Warehousemen's Union back into the AFL-CIO. His term saw the first women and Hispanics elected to the AFL-CIO executive council, the 33-member board that governs the activities of the federation. The AFL-CIO also expanded its international efforts, using solidarity with overseas organizations to help bring successful resolutions to struggles faced by American unions.

According to the constitution of the AFL-CIO, Kirkland's successor will be selected by the executive council. Prior to his announcement, the council had scheduled a meeting on August 1.

## Delma Named Benefits Plans Administrator

The Seafarers Plans Board of Trustees has appointed Lou Delma, 47, to the position of Seafarers Plan Administrator.

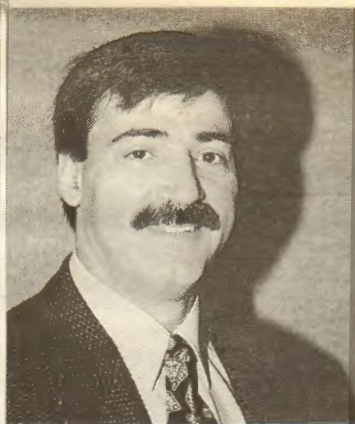
Continuing his 30-year career with the SIU, Delma will oversee the operations for the departments dealing with the welfare, pension and vacation programs as administrator.

The Brooklyn, N.Y. native began his career with the SIU in 1965 in the claims department preparing Seafarers medical expense requests for processing at the former Plan office, located at 17 Battery Place in Manhattan, N.Y.

From 1965 until 1977, Delma held various positions in the Seafarers claims department. At the end of 1977, he went to work with the manpower department.

In 1980, he became supervisor of the records and vacation department, assisting Seafarers in processing their vacation applications.

Delma began working as the assistant administrator for the Benefits Plans in 1992. In 1993,



Recently named administrator for the Benefits Plans, Lou Delma has worked with the SIU for 30 years.

he became the deputy administrator for the welfare, pension and vacation programs.

Delma has continued his studies over the years by taking business classes at both Staten Island Community College in New York and Northern Virginia Community College. He and his wife of 11 years, Andrea, have four children.



Rose Siegel Hall attends the 1991 dedication of the union's training and education center named in memory of her late husband, Paul Hall.

## Rose Hall, Widow of Paul Hall, Dies at 72

Rose Siegel Hall, the widow of the late SIU President Paul Hall, succumbed to cancer on June 20. She was 72 years old.

Rose Siegel grew up in a labor family. Her mother was active in the International Ladies Garment Workers Union.

She came to work in 1944 for the SIU as the executive administrative assistant to the union's secretary-treasurer, John Hawk. Later, she was assigned to work with Paul Hall following his election as New York port agent.

Hall soon became the union's or-

ganizing director. Siegel's background and knowledge of the labor movement made her a valuable asset in the union's campaigns to organize Isthmian Steamship Co. and Cities Service tankers during the late 1940s.

According to retired SIU official Ed Mooney, "It was nothing for Rose to climb a gangway any time of the day or night to make a payoff or take a deposition. You have to remember, this was a time when women weren't even supposed to be on the waterfront."

Retired SIU counsel Howard Schulman recalled that Paul Hall "seemed to

encourage her to express her opinion at meetings. Whether he agreed with her or not, he wanted to know what she thought."

She continued to work for the SIU until she married Hall in 1950 and retired to raise a family. She remained involved in local civic and labor causes throughout her life.

Mrs. Hall is survived by two children, Margo Hall O'Kane and Max Siegel Hall. Services were held June 23 at the Riverside Chapel followed by burial at Greenwood Cemetery in Brooklyn, N.Y.



## Upgraders Tab Hazmat and Confined-Space Training as Tanker Course Highlights

The confined-space entry and rescue portion of the Paul Hall Center's tanker operation/safety class is a course highlight, said several Seafarers who last month completed the four-week tanker course.

The upgraders also cited the oil spill/hazardous materials (hazmat) prevention and recovery training as one of the most useful sections of the tanker safety class, which is required for all SIU members who sail aboard tankers.

"The first two weeks, when we covered hazmat and confined-space rescue, were exceptionally good," stated Bosun Bob Garcia, a Seafarer since 1969. "We learned a lot of things that will be useful when we're out there on tankers."

"It's important to know how to go about checking for different chemicals, as well as what to do once you've identified them," noted QMED/Chief Pumpman George Phillips, who most recently sailed on the *Overseas Boston*. "We learned a lot about flammability and toxicity. We also practiced using lifelines to get people out

of tanks without injuring either them or ourselves."

### OSHA-Certified

Completing the confined-space training portion of the tanker course, officially titled Confined-Space Entry Permit/Safe Rescue, results in upgraders obtaining certification from the Occupational Safety and Health Administration (OSHA) via the Paul Hall Center. This curriculum also has been offered as a separate, elective course by the Lundeberg School since late 1993.

An OSHA regulation that went into effect that year requires such training for some shoreside workers, but not for merchant mariners or shipyard workers. But, in adding both the 35-hour Confined-Space Entry Permit/Safe Rescue class as well as a 24-hour Confined-Space Entry Permit course, Lundeberg School instructors pointed out that Seafarers routinely must enter and work in confined spaces, and therefore stand to benefit from the new elective courses.

The OSHA regulation defines a combined space as a small area not normally used by employees. It requires that supervisors or other employees be able to determine if a hazard exists in the confined space, and if so, that they are able to seal off the problem and get it under control. Further, it calls for training that will enable workers to execute a rescue of one or more persons who are trapped in a horizontal, vertical or diagonal confined space.

During the tanker safety course, upgraders practice confined-space entry and rescue operations aboard the training barge *Empress II*. This includes the use of air-monitoring equipment, protective clothing and breathing gear, ventilators and more.

### Many Topics

The tanker safety course also includes practical training for oil spill/hazmat prevention and recovery, as well as the study of tanker construction, general tanker safety, and chemical and physical properties of petroleum products. Students also review sections of the Oil Pollution Act of 1990 (OPA '90) and examine the flammability traits, toxicity/asphyxiation characteristics and health hazards associated with exposure to petroleum products.

Other segments of the course cover monitoring tanks for oxygen deficiency and taking other meter readings with atmospheric monitoring equipment; creating shipboard safety plans; fit-tests using respirators; and an introduction to fire chemistry, firefighting and fire/emergency duties.

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

"Overall, it's a great course," said AB Aaron Simmons, who completed the



Upgraders at the Paul Hall Center simulate a rescue aboard the training vessel *Empress II* as part of the tanker operation/safety class.

class last month and who joined the SIU in 1992 in the port of Norfolk, Va. "The instructor was excellent and everybody learned a lot."

Lundeberg School instructors developed the course in response to regulations stemming from OPA '90. It is open to all Seafarers and, as was agreed during negotiations between the union and SIU-contracted tanker companies, includes hands-on training and classroom instruction.

For information on upcoming classes and how to register for the course, see page 19 of this issue of the *Seafarers LOG*.



Seafarers in the tanker safety course learn to identify various types of hazardous materials.

## Sabine Crews Ratify Three-Year Pact

SIU boatmen navigating harbor tugs in ports along the Sabine Pass in the Gulf of Mexico are sailing under a new three-year agreement. The pact with Sabine Transportation Co. began June 1 and includes wage and benefits increases as well as improved working conditions into 1998.

Representatives for the Port Arthur, Texas-based company and the SIU held seven negotiating sessions in Port Arthur in May. Negotiators were able to secure, for the first time, outpatient medical care for the spouses and dependents of the SIU members who sail aboard all seven of Sabine's harbor tugs. The Seafarers also will receive wage increases throughout the life of the contract.

Delegates to the talks included Captain Wilton Potts, who sailed aboard the tug *Samson*; Assistant Engineer Kenny Moore from the tug *Hermes*; and AB/Quartermaster James Hebert of the tug *Samson*. They were joined by SIU Vice President Gulf Coast Dean Corgey and Houston Port Agent Jim McGee.

"Negotiations were very productive," Assistant Engineer Moore told a reporter for the *Seafarers LOG*. "I think the outcome was pretty good. The outpatient care was our biggest gain yet. It will really help those of us with families and young children."



Vice President Gulf Coast Dean Corgey (left) discusses the new agreement with Captain William Travis aboard the *Samson*.

The engineer added that he was "impressed with how hard the union worked on getting a good and fair contract. Jim [McGee] and Dean [Corgey] really worked hard for the membership."

A union meeting was held in Port Arthur for the crews of the seven tugs where the new pact was discussed before a ratification vote was taken. McGee and the delegates also boarded each tug where the contract was proposed and voted on.

The seven harbor tugs which make up Sabine's harbor division include the *Ares*, *Goliath*, *Hermes*, *Nike*, *Samson*, *Spartan* and *Titan*.

Seafarers aboard the tugs dock and undock vessels as well as perform other harbor work in the waters surrounding the ports of Port Arthur, Orange, Nederland and Groves, Texas and Lake Charles, La.

## AB Horton Dives into Harbor To Retrieve Fallen Old Glory

For AB William C. Horton, the sight of an American flag floating in the harbor of Santos, Brazil was too much to take. The 20-year veteran of the U.S. Marine Corps and five-year SIU member reacted within seconds.

"I went in after it," Horton told a reporter for the *Seafarers LOG*.

The deck department member was on watch the morning of June 4 while the *Sea Wolf* was tied up in the port of Santos. Horton's duty at sunrise was to hoist the colors on the roll-on/roll-off vessel operated by Crowley American Transport.

"I always hook up the blue field first," Horton stated. "That way, the flag unfurls properly when it is run up the pole."

As he was following his normal procedure, Horton saw a second flag fall from the one he had attached to the pole. Unknown to the AB, the two flags were folded as if they were one. The second flag dropped into the water.

"I stood there and looked," Horton recalled. "I felt bad. I couldn't stand to see it in the water."

"I ran down to the dock and dove in to retrieve it."

Horton's shipmates watched in disbelief from the vessel. As soon as he dove into the harbor, the crew threw a line to help him get back to the dock.

"I don't know what anyone else would have done, but I couldn't leave it there. My years in the Marines taught me to



Holding the flag he retrieved from the harbor of Santos, Brazil is AB William C. Horton. Standing with the deck department member in the bridge of the *Sea Wolf* is Captain Eduardo A. Sica.

respect the flag."

His act of saving the flag did not go unnoticed by the master of the *Sea Wolf*, Captain Eduardo A. Sica, who wrote the SIU to inform the union of Horton's action.

"Without the least hesitation, this ex-Marine jumped into the river and recovered the ensign. Some of the locals watched him in awe. We helped him back on board... and we were very proud of him."

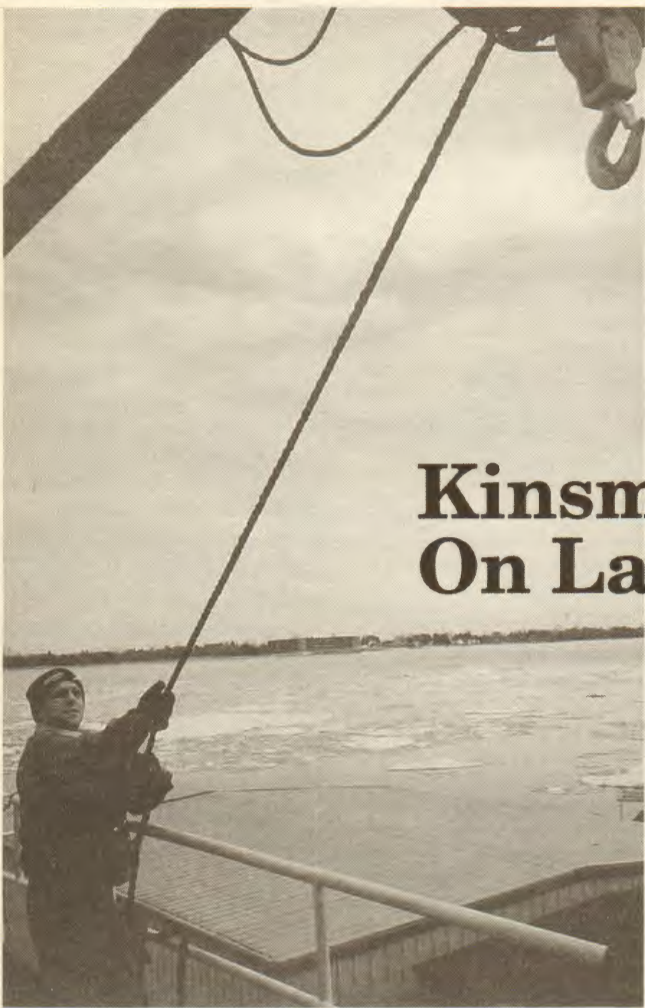
"Willie told me that he just could not have thought of anything different to do about it," Captain Sica wrote.

Horton began his career with

the SIU in 1990 shortly after retiring from the Marine Corps. In between, his job as a mechanic allowed him to do some engine work on military prepositioning vessels. He said he would watch the duties performed by deck department crewmembers and wanted to do the same.

Since joining the union, Horton has sailed on a variety of vessels, including one that delivered materiel to the Persian Gulf during Operation Desert Shield/Desert Storm. He upgraded at the Paul Hall Center for Maritime Training and Education to obtain his AB ticket.





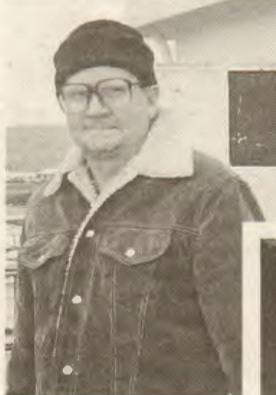
Moving the crane on the *Kinsman Independent* to open the hatches is Wheelsman David Millen.



Looking over his welding job in the engineroom of the *Kinsman Independent* is Oiler Shawn Murphy.



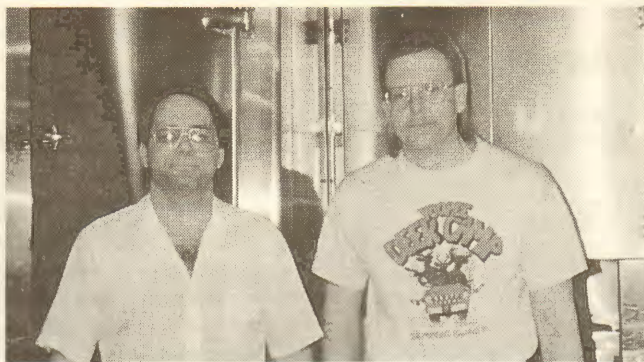
Wheelsman Eugene Pike is ready for another busy season transporting wheat aboard the Laker.



On the deck of the Great Lakes vessel is FOWT John Rittinghouse.



Carrying lines to the *Kinsman Independent*, docked in Superior, Wis., is OS Karl Bergman.



Taking a break from checking stores are Second Cook Dariusz Czepczynski (left) and Porter Chuck Chrzan.



Gateman Terry Pyrlík visits the Duluth, Minn. hall while the ship is docked.

## Kinsman Seafarers Shuttle Wheat On Lakes Superior, Huron and Erie

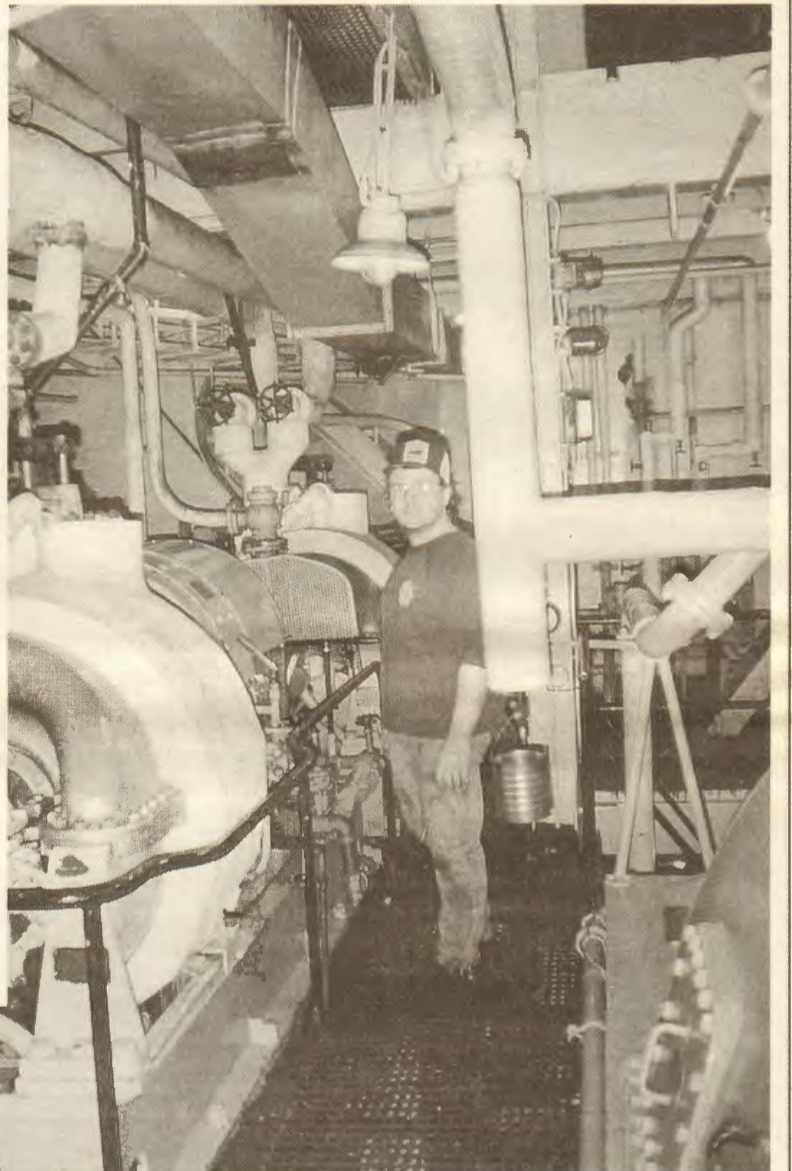
The summer months are busy times for Seafarers who sail aboard Great Lakes vessels. This is especially true for the SIU members aboard the *Kinsman Independent*—a Laker which carries wheat from the Twin Harbors region of Duluth, Minn. and Superior, Wis. to Buffalo, N.Y.

Grain harvests are plentiful during the summer months. This results in a continuous shuttling of wheat by the SIU-crewed vessel.

The *Kinsman Independent* and its sister ship, the *Kinsman Enterprise*, load the wheat in Duluth and Superior and make the long trek across Lake Superior, down Lake Huron and through Lake Erie to the General Mills plant in Buffalo. The total voyage time for each 600-foot vessel is approximately 11 days.

The wheat then is used to make General Mills breakfast cereals such as Wheaties and Cheerios.

Seafarers began their 1995 sailing season aboard the *Kinsman Independent* on March 14 in Buffalo. The Laker sailed out of the Lake Erie port on March 29, bound for Duluth, to pick up its first cargo of the year. The photos on this page were taken by crewmembers on the *Kinsman Independent* when the vessel recently docked.



Before setting sail, Oiler Chuck Lesley inspects the bulker's generator.



Wheelsman Richard Dhols handles shifting operations along the dock while grain is being loaded onto the vessel.



# Six Bosuns Reach Deck Dept Pinnacle

After receiving recognition for their successful completion of the highest curriculum available to Seafarers who sail in the deck department, six newly recertified bosuns thanked their teachers, as well as union officials, and provided words of encouragement to the trainees attending the June membership meeting at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

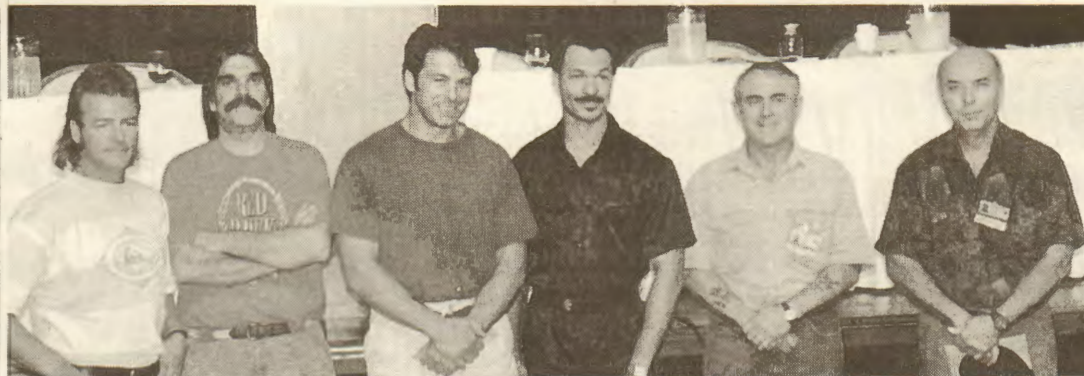
"I'd like to thank Paul Hall [the late SIU president] for creating Piney Point. And to the trainees, I say: Don't give up. When you go out on your ship, give it your best and never stop bettering yourself. Always be willing to come back [to the Lundeberg School]," said **Aubrey Davis**, a 1980 Piney Point graduate.

**Jorge Osorio**, who sails from the port of New Orleans, noted the chance for advancement that the Lundeberg School provides to each Seafarer.

"This has been a great experience," Osorio said. "Thank you to all our instructors and to those who made this education possible. To all of you, I say: pass the word around to your fellow crewmembers. Come and upgrade and recertify if you can."

### Keeping Informed

The Costa Rican native, who joined the union in 1960, also reflected on the abundance of knowledge he discovered as a result of the recertification course. "While at sea, we don't realize how much is going on in Washington with our union and the maritime industry. The class



At the June membership meeting in Piney Point, Md., six Seafarers receive recognition for successfully completing the bosun recertification course. They are, from left, Patrick Ray, Thomas Parisi, Glenn Christianson, Aubrey Davis, Sal Ciciulla and Jorge Osorio.

was most enlightening. I really enjoyed learning more about how the union works from the officials and getting more information on what is happening politically with our industry," he added.

Osorio was not the only member of the group to find the meetings between the bosuns and union officials valuable and informative. Others stated they found the give-and-take an important part of their training.

In order to gather as much information as possible, the six bosuns met with legislative representatives of the Maritime Trades Department (MTD) and SIU at AFL-CIO headquarters in Washington, D.C. (The MTD deals with matters concerning the 41 affiliated trade unions and 28 port councils representing workers in the maritime and allied fields.)

During the meeting at the MTD, the bosuns were made aware of key issues affecting the maritime industry and what efforts are being made by the MTD and SIU legislative and

governmental affairs department to ensure job security for Seafarers.

Also, the group was addressed by representatives of every department within the SIU and had an opportunity to have their questions answered. The bosuns discussed union organizing and contract enforcement with officials from the SIU's collective bargaining department. They were updated on the benefits of the welfare, vacation, training and pension funds. Additionally, they were instructed by communications department representatives in how to contribute photographs and information for use in the *Seafarers LOG*.

"We learned quite a lot about how the union works," noted **Sal Ciciulla**, who sails from the port of San Francisco. "It was very educational learning about the Maritime Trades Department and what is going on in the maritime world. It is very important to keep informed of the problems the maritime industry faces," said the bosun, who began his career with the Sailors' Union of the Pacific before joining the SIU in 1979.

"I really respect what our union officials are doing for us. After visiting Washington, D.C., I now understand just how much it takes to keep the union going," Ciciulla added.

Attending the various meetings and learning more about his union was "an eye-opening experience" according to **Glenn Christianson**. "We had the opportunity to see our guys out here in Washington working hard for our jobs. I really enjoyed talking to my union representatives," the Seattle native said.

**Thomas Parisi** echoed the sentiments of the other bosuns when he noted, "I was proud to learn about all that our union officials are doing to keep us afloat. They are really doing a great job."

### Reviewing Skills

The bosuns reviewed many important skills during their five-week recertification training. They perfected certain deck techniques such as wiresplicing, knot-tying and navigation. The men also completed advanced shiphandling classes using the Paul Hall Center's simulator, which reproduces sailing conditions in ports around the world.

The six Seafarers practiced military sealift operations such as helicopter landing and takeoff exercises, damage control procedures, forklift handling and Hagglund crane operation. Un-

demonstration drill or both.

Another important segment of the bosuns' curriculum focused on communicating effectively with both unlicensed and licensed shipmates. This skill is vital at sea in order to relay work orders and see they are done properly.

### Changed With the Times

Thirty-five-year-old **Patrick Ray** was amazed at the progress of the school. The 1978 graduate of the trainee program has returned to the Lundeberg School six times since completing his basic training there, most recently in 1985.

"I can even remember when the old hotel was still standing," Ray recalled. "The thing that I enjoy most about coming back to Piney Point is that I end up running into old friends and shipmates who I haven't seen in 10 or 15 years. It's great," said Ray, who sails from the port of Jacksonville, Fla.

On top of meeting fellow Seafarers, Ray found even more value in the classroom training and union information he received. "The entire program was good. It is always a good idea to refresh skills needed while at sea," added the bosun.

With his graduation certificate in hand at the podium, he added, "This piece of paper means so much to me. Thank you all."



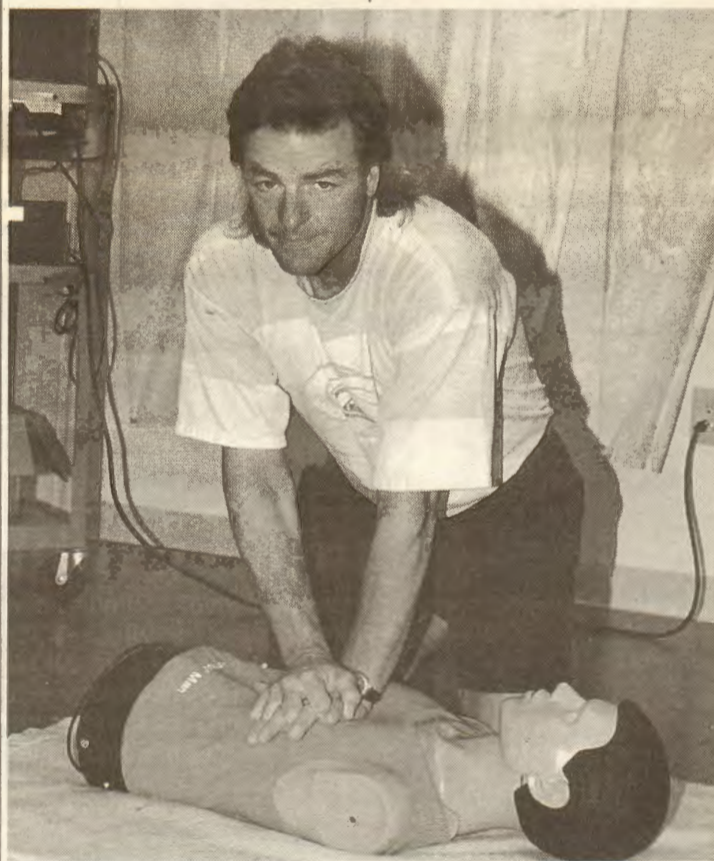
Recertified Bosun Aubrey Davis urges the Lundeberg School trainees to never stop bettering themselves.



The chance for advancement at Piney Point is a great benefit, said Recertified Bosun Jorge Osorio at the membership meeting.



Glenn Christianson, left, is congratulated by Vice President Contracts Augie Tellez upon receipt of his graduation certificate.



Patrick Ray practices his CPR technique, one of the many requirements needed to successfully complete the bosun recertification course.



Emergency first aid classes form part of the bosun recertification curriculum. Above, Sal Ciciulla (right) adjusts the sling on Tom Parisi's arm.



# Cruise Ship Members Continue Work During Constitution Layup

Seafarers who sail aboard the two American Hawaii Cruises passenger ships will continue to have employment opportunities while the *SS Constitution* undergoes renovations, scheduled to begin this month.

The union and the company recently reached an agreement to provide a crewing schedule aboard the *SS Independence*. This agreement will ensure that those crewmembers who were scheduled to work aboard the *Constitution* will now have the opportunity to sail aboard its sister ship, the *Independence*.

The *Independence* will maintain its seven-day cruises around the Hawaiian Islands while the *Constitution* is in layup. American Hawaii Cruises expects the *Independence* to be sailing at or near capacity throughout the *Constitution's* renovations, which will provide the additional job opportunities.

Meanwhile, SIU members aboard the *Constitution* have been preparing the cruise ship for entry into a Portland, Ore. shipyard later this month. The vessel will not follow the same renovation schedule used aboard the *Independence* last year. American Hawaii Cruises has announced the *Constitution* will stay

out of service until all renovations are completed.

(The *Independence* underwent some renovations at a Newport News, Va. shipyard during the summer and fall of 1994. It then returned to service with the company and will be ready have more work performed at a date to be announced later.)

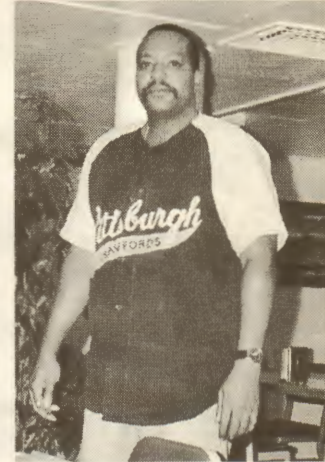
Plans call for the *Constitution* to sail from Honolulu to Portland where work will begin on the deck, swimming pools and crew quarters. Later, the vessel will undergo renovations and redecoration of all passenger cabins as well as public areas and stairways. Also, the vessel's electrical, air conditioning and plumbing systems will be upgraded in the shipyard.

American Hawaii Cruises plans to complete all the work on the *Constitution* before returning it to service, now scheduled for the summer of 1996.

SIU President Michael Sacco noted that renovations of the two cruise ships point to the longterm commitment being made by American Hawaii Cruises to use American workers and sail under the U.S. flag. He added the work on the ships ensures that the company will provide jobs for Seafarers into the next century.



Cabin Attendant Leslie Brown's daily tasks include making the beds and cleaning passenger's rooms.



Attending a shipboard meeting to learn more about the layup is Electrician Hasan Biko.



OS/Maintenance Nagi Mohamed (left) grabs a bite of lunch while talking with Crew Cook Nagi Omar.



Duties continue while the ship heads for a year-long layup. SA F. Zain cleans up following a crew meal.



Listening during a shipboard union meeting are (left to right) ABs Jerry Gonzaga, H. Roces and R. Flauta and OS R. Bundang.



Gathering in the deck crew lounge to be updated on the ship's layup are (left to right) Bosun Gedera Razeek, AB B. Haines and AB M. Setnik.



Entering the crew galley to learn the latest news about the ship's schedule are (left to right) Waiter S. Vogel, Wiper L. Duity, BR J. MacLaurin and BR H. Mohamed.

## Crewmembers Practice Passenger Safety



Led by Bosun Terry Armas (forward with line), crewmembers from the *SS Constitution* practice passenger lifeboat safety drills. Seafarers aboard the *SS Constitution*, and its sister ship, the *SS Independence*, conduct regular exercises in order to be prepared for an actual emergency. In this photograph, shot by AB Nednito Sodusta, a motorized lifeboat tows a non-powered unit to safety.



# AB Hudson, Four Others Receive MSCPAC Awards

In recognition for going over and above the call of duty to make the *USNS Catawba* a great ship to sail aboard, AB Mack Hudson was named the 1994 Military Sealift Command Pacific (MSCPAC) Shipmate of the Year.

The SIU Government Services Division member was nominated by the ship's master, Pat Huetter, for being a superior shipmate.

The annual awards recognize outstanding work efforts and achievements by individuals sailing in the unlicensed deck, engine and steward departments as well as deck, engine and medical officers in the fleet.

In addition to Hudson, others represented by the SIU to receive the 1994 Mariner Award of Excellence were Bosun James J. Gibbs, Engine Utilityman Herbert H. Haynes Jr. and Chief Cook Vevencio C. Cerillo.

### Valuable Asset

In a letter recommending Hudson for MSCPAC Shipmate of the Year, Captain Huetter wrote, "Mack M. Hudson Jr. is from the old school of seamanship. His professionalism on deck and ability to perform any task assigned is invaluable to a small deck gang. His outgoing personality and genuine interest in

others is another valuable asset to a small crew."

The captain described two recent instances in which Hudson went out of his way to make his fellow crewmates feel at home aboard the *Catawba*.

"Mr. Hudson has twice this year—once with a new able seaman and once with a new ordinary seaman—taken the time and effort to ensure the new person was made to feel welcome and comfortable aboard.

"He taught them the business of safety at sea and helped them with their marlinespike seamanship. Both men became better sailors due to Mr. Hudson's efforts," the master of the *Catawba* concluded.

Hudson was presented with a framed certificate proclaiming his outstanding seamanship by Captain Eric Shaver, MSCPAC commander, during a special awards ceremony in Oakland, Calif.

The other mariners also were recognized at the ceremony held in late April.

### Outstanding Dedication

Bosun Gibbs, who sails aboard the *USNS Kilauea*, was praised by Captain Mark LaRochelle for dedication to his deck department crew and for the shipboard work they perform. The captain noted

Gibbs has a tremendous ability to work hard under high stress situations, whether at sea or in the shipyard.

"Mr. Gibbs' ability to orchestrate complex operations and coordinate his workforce makes the difference between meeting and exceeding mission commitments or falling behind schedule," noted the captain.

According to LaRochelle, Gibbs' hard work, accompanied by his professionalism, makes him not only an excellent shipmate to the entire *Kilauea* crew, but also an asset to the MSCPAC fleet.

"When others elect not to work overtime during unpleasant working conditions or inclement weather, Mr. Gibbs has been conspicuous in his extensive work output. His enthusiasm is never diminished by external factors over which he has no control or influence. When the going gets tough, Mr. Gibbs just gets tougher and keeps charging," LaRochelle wrote.

LaRochelle also commended the Seafarer for his vast knowledge of underway replenishment and cargo operations aboard the MSCPAC vessel.

Unlicensed engine department winner Haynes was presented the award for his superior work and



Capt. Eric Shaver (left), MSCPAC commander, presents AB Mack Hudson with the 1994 MSCPAC Shipmate of the Year award during an April ceremony in Oakland, Calif.

attitude while sailing aboard the *USNS Walter S. Diehl* in 1994.

According to the ship's chief engineer, Doug Robb, Haynes' enthusiasm for his job—together with his efficiency—makes him a team player and a benefit to the entire MSCPAC fleet.

The chief engineer commended Haynes' superior knowledge and positive attitude while performing his work aboard the *Diehl*.

### Boosting Moral

In gaining recognition for his work on the *USNS Mars*, Chief Cook Cerillo was commended for boosting the morale of his crew-

members by preparing top-notch meals.

"He's a dedicated and hard working individual who takes extreme pride in producing the best meals possible for the crew," wrote Supply Officer Jack Dempsey in his nomination of Cerillo. "He's very conscientious and always puts in the extra effort in every aspect of his job."

In his nomination letter, Dempsey compared his chief cook's holiday feasts to those of a five-star restaurant. The supply officer also noted that Cerillo always maintains a spotless galley and constantly regulates shipboard sanitation and safety procedures.

# Seafarers Keep Lummus Ready For Immediate Military Call-Up

Maintaining the *1st Lt. Jack Lummus* for possible military action at any time is one of the jobs for the ship's SIU crew. Operated by Amsea, the Military Sealift Command (MSC) prepositioning vessel is fully loaded with enough ammunition and stores to sustain a U.S. Marine Corps brigade for a month in the event American military forces are called into action. The *Lummus* shuttles regularly between the western Pacific Ocean islands of Guam and Saipan, on which the U.S. maintains military bases.

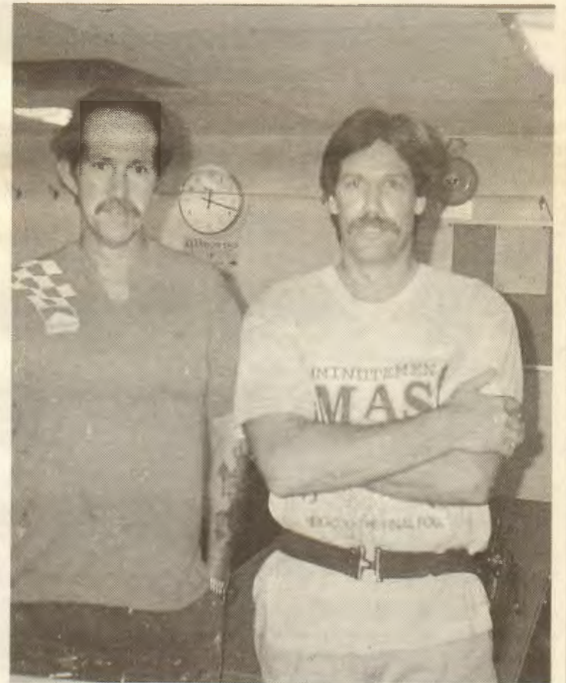
When SIU Assistant Vice President Bob Hall recently visited the ship in Guam (where he took the photos accompanying this article), he found a great deal of activity aboard the *Lummus* as crewmembers worked to keep the vessel up to the high standards set by MSC.

Maintaining the prepositioning ship in a state of military preparedness means keeping the vessel in good physical condition. It also means the crewmembers must be ready. Helicopter landings, lifeboat drills, fire and rescue drills and loading/unloading exercises at sea are designed to ensure that each individual will know what to do in the event of a U.S. military activation and deployment.

The ship was named in memory of Marine 1st Lt. Jack Lummus, who knocked out three enemy installations before being fatally wounded during the World War II battle for Iwo Jima.



SA Carmelita Henry is ready to tackle a galley assignment aboard the military prepositioning ship.



After a morning spent chipping and painting, ABs Paul Griffin and Don Deflorio take a coffee break in the crew's mess hall.



*Lummus* galley gang members prepare a special cake to commemorate the 50th anniversary of the battle of Iwo Jima, where the ship's namesake fought and was killed. They are (from left) SA Cynthia Adamson, SA Kendrick Gatton, SA Trent Williams, Cook/Baker Karl Meyer, Steward/Baker Tony Ferrara, Chief Cook Ron Davis and SA Mike Thompson.



Discussing union matters with SIU Vice President Bob Hall aboard the *Lummus* is AB Jon Williams.



AB Richard Hilbert carves small figurines out of soap during his spare time aboard the prepositioning vessel.





Bobby Chiselbrook seats a guest at a luncheon following the *American Queen's* christening in New Orleans.



Like her fellow crewmembers, Jodi Kaplan is excited about crewing the *American Queen*—the world's largest steamboat.



Taking a lunch order is Heather Bauder.



One of the deckhands on the *American Queen* is Scott Manley.



Deckhand Ryan Weis is a graduate of the Lundberg School.



Displaying a smile as he greets passengers entering the dining room on the new boat is Lance Bragin.



Making sure the guests' glasses are kept full is Beverly White.



# Seafarers Crew Fa



**A** LONG ROBIN STREET WHARF IN New Orleans, guests smiled and gestured toward the Seafarers-crewed *American Queen* as they remarked about her sparkling exterior — from the mahogany grand staircase near the bow, to the fluted stacks extending above the sixth deck, to the bright red 60-ton paddle wheel off the stern.

Aboard the boat, visitors marveled at the authentically decorated staterooms, the English antiques, the two-deck-high dining room, the Grand Saloon theater patterned after an 1885 river-town opera house, and all the other amenities that evoke a sense of travelling back in time.

Even the weather seemed to favor the *American Queen*. On June 1, a day before her christening, it rained so hard that the local newspaper published a page-1 article about the



storm. But on June 2, nary a cloud could be seen as a giant ceremonial bottle of Tabasco Pepper Sauce (made in Louisiana) crashed across the sun-drenched bow of the largest steamboat ever built.

"I'm proud to be here," said **Robbi Kinney**, a member of the steward department who helped train the dining room staff. "We have a wonderful crew and a beautiful boat."

The *American Queen*, which began passenger service late last month, is the largest overnight passenger vessel built in a U.S. shipyard in the last 40 years. Blending modern conveniences with the look and feel of a 19th-century paddlewheeler, the boat cost approximately \$70 million to construct and furnish.

SIU members busily helped prepare the 418-foot craft following her delivery to The Delta Queen Steamboat Co. in April from McDermott Shipyard in Amelia, La. After the christening, they conveyed a crew-wide excitement about sharing in the historic breakout of the Victorian-style boat.

"Morale is excellent, everyone works well together and the

boat is gorgeous, inside and out," said **Duncan Armentor**, a 22-year-old deckhand and local resident. "I always wanted to work on a boat that cruises the Mississippi River."

Oiler **Dave Leddy** noted the camaraderie among the crew.



D. Armentor

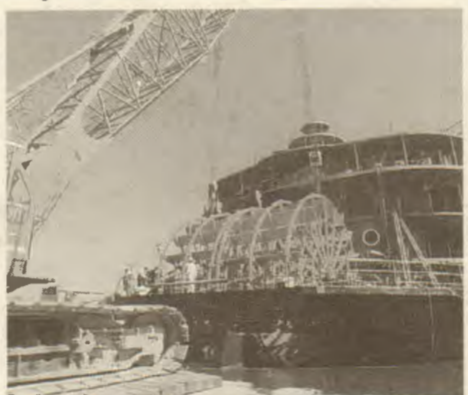
"Everybody works well together. Here in the engine room, we have all kinds of different jobs: engine room, oiling, general cleaning, etc. While most of the crew are aboard either deck or in the staterooms (many have worked on the *American Queen* and the *Mississippi Queen*), **Yolanda Robertson**, 26, this beautiful, exactly what I expected doing housekeeping on my first trip. So far it's been an attraction for me, including Head Deckhand. The main reason for my experience a new job worked aboard the boat has been fun, a learning experience."



D. Leddy

Jeffrey Krida, president of The Delta Queen Steamboat Co., credited the professionalism of the crew as the company's success, as well as the decision to add the *American Queen* to the fleet. But the new boat's decor is historically accurate, finely detailed and modernly comfortable — undeniably an attraction.

The *American Queen's* n





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Nearing completion of another shift is Deckhand Ed Hopcraft.



Third Engineer Joe Overstreet is an SIU hawsepiper.



# Sail the Queen



Hundreds of people were on hand to celebrate the christening of the *American Queen* on June 2 in New Orleans.

## abulous New Steamboat

ks hard and works together. n room, we've been doing all t work: refitting valves, piping, eanup," said Leddy, 22.

the crewmembers have sailed ep sea ships, tugs or riverboats ked aboard one or both of the n's sister ships, the *Delta Queen*, for Cabin Attendant is her first vessel. "The boat is cted," she said. "We've been ping and getting ready for the s been great."

of the *American Queen* also is experienced crewmembers, Deckhand **Ed Hopcraft**. "One sons I signed on was to ex- boat," said Hopcraft, who has the *Delta Queen*. "This has ing experience."

he Delta Queen friendliness and a major factor in s well as in its n *Queen* to the ative scheme — y detailed and **Y. Robertson** oubtedly also is an enormous

1990's technology perhaps is best illustrated by its propulsion equipment. The vessel is outfitted with an authentic 1,400-horsepower steam engine (taken from a dormant dredge) that powers a pair of pistons to drive the paddle wheel. Supplementing that power are two modern diesel-electric systems (z-drives) and twin bow thrusters that bring the total horsepower to 3,500.

The boat also is equipped with other items not found on steamboats during the 1800s: surface-search radar, elevators, air conditioning, stateroom telephones, electronic fire-detection equipment, a computer that monitors 275 points in the steam propulsion system, an electro-hydraulic mechanism that can lower the pilothouse (particularly useful when the boat passes under bridges) and more.

The design team studied historic photos and archival materials relating to Mississippi River steamboats in order to develop old-style features on the *American Queen*, including:

- the Grand Saloon showroom and lecture hall, marked by a jutting stage, framed by a decorated archway and flanked on a mezzanine level by private box seats for viewing live entertainment
- a chart room decorated with authentic old-fashioned navigational instruments
- a dining room that seats 220 guests and has windows providing a waterline view of the river
- a lavishly decorated "ladies parlor" and "gentlemen's card room" based on those of 19th-century steamboats.



Among the other features are exterior lounges and recreation areas, a swimming pool and a gift shop. In addition, the vessel includes double-occupancy crew's cabins, each with a private bathroom and closets (similar to what is on board the *Mississippi Queen*).

All in all, as one observer said at the christening, the *American Queen* looks like a sterling addition — one that may exceed even the loftiest expectations.

mixture of historic appeal and



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

Thirteen of those signing off their ships for the last time sailed in the deep sea division, five navigated the inland waterways and one worked on Great Lakes vessels.

Ten of the retiring SIU members served in the U.S. military — six in the Navy, three in the Army and one in the Coast Guard.

Among this month's retirees, William E. Babbitt and William T. Baker completed the bosun recertification course at the Lundeberg School in Piney Point, Md., and Rudy P. DeBoissiere graduated from the steward recertification course.

On this page, the *Seafarers LOG* presents brief biographical accounts of the retiring pensioners.

**DEEP SEA**



**WILLIAM E. BABBITT**, 66, joined the Seafarers in 1958 in the port of Philadelphia. The

deck department member completed the bosun recertification course in 1979 at the Lundeberg School in Piney Point, Md. From 1945 to 1952 he served in the U.S. Navy. Born in Indiana, Brother Babbitt now resides in Pennsylvania.

**WILLIAM T. BAKER**, 69, joined the SIU in 1943 in the port of Galveston, Texas.



Brother Baker sailed in the deck department and upgraded his skills at the Lundeberg School where he graduated from the bosun recertification course in 1975. Born in Louisiana, Brother Baker makes his home in Texas.



**RUDY P. DeBOISSIERE**, 66, started his career with the union in 1957 in the port of Baltimore, sailing in the steward department.

He successfully completed the steward recertification course in 1980 at the Lundeberg School. From 1948 to 1955 he served in the U.S. Army. Born in New York, Brother DeBoissiere has retired to Virginia.

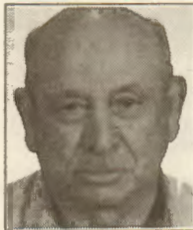
**CARLOS J. GUERRERO**, 65, began his sailing career with the Seafarers in 1966 in the port of New Orleans. Brother Guerrero shipped as a member



**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.*

of the engine department. He has retired to his native Honduras.



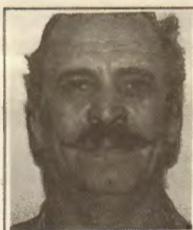
**BILLIE R. HUGHES**, 66, joined the SIU in 1956 in the port of New York. A native of North

Carolina, he sailed as a member of the engine department. From 1953 to 1955 he served in the U.S. Army. Brother Hughes continues to live in North Carolina.

**JAMES P. McGUIRE**, 65, started his career with the union in 1979 in the port of Norfolk, Va.



He sailed as a member of the deck department. From 1947 to 1969 he served in the U.S. Navy. Born in New York, Brother McGuire now resides in Virginia.



**SALEH N. MUTHANA**, 65, began his sailing career with the Seafarers in 1970 in the port of

Detroit. Brother Muthana started working in the Great Lakes division and later transferred to deep sea vessels. He sailed in both the deck and steward departments. Born in Yemen, Brother Muthana makes his home in Michigan.

**TOM R. SAENZ**, 57, joined the SIU in 1963 in the port of Houston.



The Texas native shipped in both the steward and engine departments. He signed off his last vessel, the *Overseas Vivian*, in February 1995. Brother Saenz continues to live in Texas.

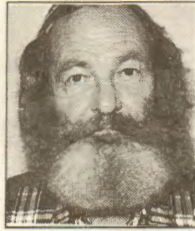


**LLOYD E. SELIX**, 64, began sailing with the union in 1952 from the port of San Francisco. He

sailed in the deck department, retiring as a bosun. A native of California, Brother Selix continues to live in his home state.

**GRADY C. STEWART**, 66, started his career with the Seafarers in 1962 in the port of Mobile, Ala., sailing as a member of the deck department.

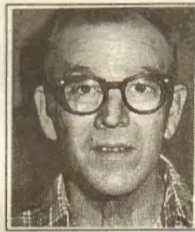
From 1950 to 1952 he served in the U.S. Army. A native of Florida, Brother Stewart continues to live there.



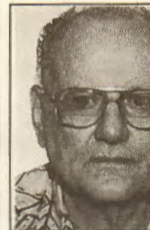
**ROGER W. SULLIVAN**, 65, joined the SIU in 1951 in the port of Baltimore. The Georgia native

sailed in both the steward and deck departments. From 1946 to 1948 he served in the U.S. Navy. Brother Sullivan last shipped in June 1994 aboard the *Bayamon*. He currently resides in Maryland.

**ROBERT H. TWITE**, 62, began his career with the union in 1956 in the port of Alpena, Mich.



He began sailing in the deck department aboard Great Lakes vessels and later transferred his membership to the deep sea division. Brother Twite has retired to his native Michigan.



**WILLIAM F. WIEMERS**, 65, joined the Seafarers in 1955 in the port of Seattle. The

California native sailed as a member of the deck department. Brother Wiemers has retired to Nevada.

**INLAND**

**WILBUR N. AUSTIN**, 65, began sailing with the SIU in 1970 from the port of Norfolk, Va. The deck department member started out as a tankerman and worked his way up to barge captain. Boatman Austin participated in several membership conferences held at the Lundeberg School. Born in Virginia, he served 20 years in the U.S. Coast Guard, from 1948 to 1968. Boatman Austin currently resides in North Carolina.

**AUGUSTUS T. BLAKE**, 63, started sailing with the union in 1960 from the port of Norfolk, Va.



As a licensed operator, Boatman Blake began working in the deck department as a mate and worked his way up to port

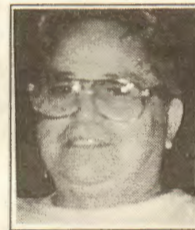
captain. After upgrading his skills at the Lundeberg School, he passed the U.S. Coast Guard exam to gain his masters licence for tugs and towboats. From 1949 to 1953 he served in the U.S. Navy. Born and raised in North Carolina, he continues to make his home there.



**GENEVA R. MATTHEWS**, 63, began sailing with the Seafarers in 1979 from the port of

New Orleans. She shipped in the steward department and sailed primarily on Delta Queen Steamship vessels. Born in Georgia, Matthews now makes her home in Mississippi.

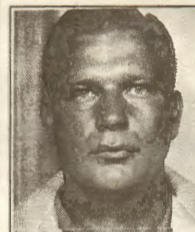
**CHARLES M. UNKRICH**, 62, began his sailing career with the union in 1971 in the



port of New Orleans. Licensed as a tugboat and barge pilot, he sailed primarily for Dixie Carriers as a captain. Boatman Unkrich served in the U.S. Navy from 1949 to 1953. Born in Arkansas, Boatman Unkrich has retired to Louisiana.

**CURTIS F. WOODS**, 59, joined the Seafarers in 1970 in the port of Mobile, Ala. He worked as a crane operator for Radcliff Materials, Inc., later known as Dravo. A native of Mississippi, Boatman Woods currently lives in Louisiana.

**GREAT LAKES**



**RICHARD J. GIMPEL**, 66, started with the SIU in 1963 in the port of Detroit. The

deck department member participated in a membership conference at the Lundeberg School in 1984. Brother Gimpel served as a trustee to the Great Lakes Tug & Dredge Pension Plan from 1987 to December 1994. He served in the U.S. Navy from 1946 to 1947. A native of Minnesota, Brother Gimpel has retired to Florida.

**LOG-A-RHYTHM**

**Tar Impression**

by Cynthia Adamson

*Written upon the tired and  
Lined face of an old salt  
Speaks the aye of affirmation  
That his home is a sea.*

*His worn and calloused hands  
Defly deny his soft heart,  
The longing of which  
Is a love long past  
In some faraway port  
Under the dim light of youth.*

*Now his passion is a skill  
Honed on the deck of a ship;  
An art with small recognition  
But a DaVinci tied in each knot.*

*Freedom is the poignant rush  
Of salt spray on silver hair,  
The very smell, taste and fear  
Of unpredictable swells.*

*Here! Here! My aging friend  
To following your dreams  
With honor and accolades  
For wry smiles and winks.*

*Your audience is earned  
For stories and yarns.  
You've captured our wanderlust  
In the image of your eyes.*

SA Cynthia Adamson, a graduate of the entry program at Piney Point last year, wrote this poem as the 1st Lt. Jack Lummus sailed through the San Bernadino Straits en route to Manila.



# Dispatchers' Report for Deep Sea

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

MAY 16 — JUNE 15, 1995

Port	DECK DEPARTMENT									
	Class A	Class B	Class C	Class A	Class B	Class C	Trip Reliefs	Class A	Class B	Class C
New York	28	21	4	21	27	3	23	56	44	6
Philadelphia	2	1	3	1	4	2	1	6	2	2
Baltimore	7	7	0	3	5	0	0	7	12	2
Norfolk	13	12	5	5	10	2	4	27	21	10
Mobile	8	11	2	8	8	1	1	13	25	1
New Orleans	20	28	3	21	15	0	10	42	49	9
Jacksonville	37	22	4	9	9	1	8	56	36	8
San Francisco	22	24	1	17	18	0	9	48	48	2
Wilmington	16	21	5	9	14	3	12	29	28	9
Seattle	27	26	4	14	28	1	10	50	36	6
Puerto Rico	9	0	3	6	1	0	3	16	5	12
Honolulu	4	11	9	4	10	7	2	8	24	10
Houston	24	19	6	18	14	2	9	45	45	18
St. Louis	2	2	0	0	1	0	0	3	2	0
Piney Point	3	3	1	1	2	0	1	3	9	1
Algonac	0	0	1	0	2	0	0	0	2	1
<b>Totals</b>	<b>222</b>	<b>208</b>	<b>51</b>	<b>137</b>	<b>168</b>	<b>22</b>	<b>93</b>	<b>409</b>	<b>388</b>	<b>97</b>

Port	ENGINE DEPARTMENT									
	Class A	Class B	Class C	Class A	Class B	Class C	Trip Reliefs	Class A	Class B	Class C
New York	20	16	3	9	9	0	5	38	35	5
Philadelphia	3	7	0	2	1	1	1	4	10	0
Baltimore	1	3	1	3	3	0	2	2	9	1
Norfolk	8	9	3	3	5	0	1	13	18	4
Mobile	10	9	0	4	6	0	1	19	13	1
New Orleans	12	20	2	10	9	0	5	23	34	4
Jacksonville	10	17	3	5	7	0	6	21	29	6
San Francisco	15	12	1	6	11	0	8	25	24	4
Wilmington	2	8	3	3	4	1	3	10	16	8
Seattle	16	6	0	15	8	0	5	21	19	2
Puerto Rico	6	3	2	2	1	2	2	7	6	3
Honolulu	3	11	6	0	6	6	3	6	16	5
Houston	14	13	3	3	6	1	5	25	25	4
St. Louis	1	2	0	0	2	0	0	1	2	0
Piney Point	3	5	0	1	2	0	0	3	9	2
Algonac	0	0	0	0	0	0	0	0	1	0
<b>Totals</b>	<b>124</b>	<b>141</b>	<b>27</b>	<b>66</b>	<b>80</b>	<b>11</b>	<b>47</b>	<b>218</b>	<b>266</b>	<b>49</b>

Port	STEWARD DEPARTMENT									
	Class A	Class B	Class C	Class A	Class B	Class C	Trip Reliefs	Class A	Class B	Class C
New York	17	7	0	16	3	0	5	36	18	0
Philadelphia	0	0	1	0	1	1	0	2	1	1
Baltimore	2	1	1	2	1	0	0	3	3	1
Norfolk	6	8	2	3	8	4	5	10	13	3
Mobile	7	7	1	3	3	0	1	12	9	3
New Orleans	10	9	0	7	7	0	11	18	21	2
Jacksonville	12	9	3	11	3	1	3	20	10	5
San Francisco	33	8	3	19	6	0	12	66	14	4
Wilmington	7	2	1	3	2	0	4	25	7	4
Seattle	24	7	1	12	2	0	4	30	12	3
Puerto Rico	8	2	0	5	4	0	4	8	2	1
Honolulu	7	4	5	5	2	2	2	12	12	8
Houston	15	6	0	4	5	0	5	24	10	1
St. Louis	0	0	0	0	0	0	0	1	0	0
Piney Point	1	3	0	0	2	1	0	8	8	1
Algonac	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>149</b>	<b>73</b>	<b>18</b>	<b>90</b>	<b>49</b>	<b>9</b>	<b>56</b>	<b>275</b>	<b>140</b>	<b>37</b>

Port	ENTRY DEPARTMENT									
	Class A	Class B	Class C	Class A	Class B	Class C	Trip Reliefs	Class A	Class B	Class C
New York	13	34	7	2	16	0	0	19	65	27
Philadelphia	1	0	0	1	1	0	0	2	2	2
Baltimore	1	6	3	1	3	1	0	1	12	6
Norfolk	2	10	10	1	7	6	0	4	25	30
Mobile	1	11	0	1	8	0	0	1	32	0
New Orleans	4	25	8	2	12	0	0	11	44	23
Jacksonville	1	17	9	2	5	1	0	2	28	22
San Francisco	11	15	8	6	6	0	0	21	36	17
Wilmington	5	16	10	3	10	2	0	9	33	20
Seattle	8	13	7	7	10	1	0	14	30	19
Puerto Rico	5	3	5	4	1	0	0	7	11	16
Honolulu	4	31	44	1	13	8	0	13	70	148
Houston	1	13	4	1	5	1	0	2	32	7
St. Louis	0	0	0	0	2	0	0	0	0	0
Piney Point	0	16	0	0	14	1	0	1	36	2
Algonac	0	3	1	0	1	1	0	0	2	0
<b>Totals</b>	<b>57</b>	<b>213</b>	<b>116</b>	<b>32</b>	<b>114</b>	<b>22</b>	<b>0</b>	<b>107</b>	<b>458</b>	<b>339</b>

**Totals All Departments** 552 635 212 325 411 64 196 1,009 1,252 522

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

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

**Piney Point**  
 Monday: August 7; Tuesday, September 5\*  
*\*changed by Labor Day holiday*

**New York**  
 Tuesday: August 8, September 5

**Philadelphia**  
 Wednesday: August 9, September 6

**Baltimore**  
 Thursday: August 10, September 7

**Norfolk**  
 Thursday: August 10, September 7

**Jacksonville**  
 Thursday: August 10, September 7

**Algonac**  
 Friday: August 11, September 8

**Houston**  
 Monday: August 14, September 11

**New Orleans**  
 Tuesday: August 15, September 12

**Mobile**  
 Wednesday: August 16, September 13

**San Francisco**  
 Thursday: August 17, September 14

**Wilmington**  
 Tuesday: August 22\*; Monday, September 18  
*\*changed by Paul Hall birthday holiday*

**Seattle**  
 Friday: August 25, September 22

**San Juan**  
 Thursday: August 10, September 7

**St. Louis**  
 Friday: August 18, September 15

**Honolulu**  
 Friday: August 18, September 15

**Duluth**  
 Wednesday: August 16, September 13

**Jersey City**  
 Wednesday: August 23, September 20

**New Bedford**  
 Tuesday: August 22, September 19

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

### Personals

#### BRIAN HULSTROM

Happy Birthday! Love, Mom, Dad & Family

#### WILLIAM R. KLEIMOLA

Please contact V. Virkki at P.O. Box A, Pt. Bolivar, TX 77650.

#### JOHN "VIC" VICTOR REWERTS

Anyone knowing the whereabouts of John "Vic" Victor Rewerts is asked to please contact his sister, Karen Rewerts Skeen, at P.O. Box 1936, Welcome, NC 27374.

#### CLINTON JUNIOR RESH

Your brother has passed away. Please contact your sister, Mary Dulik, at 4638 West 156th Street, Cleveland, OH 44135; telephone (216) 265-0931.

#### EUGENE "GENE" SHIELDS

Anyone knowing the whereabouts of Eugene "Gene" Shields is asked to please contact his sister, Lisa Liquori-Tilotta, at P.O. Box 132, Bellmawr, NJ 08099-0132.

### Notice

#### NEW BEDFORD FISHERMEN

*To all present participants with account balances, all former participants, all beneficiaries receiving benefits and all participants of the New Bedford Fishermen's Money Purchase Pension Plan: An application is being made to the Internal Revenue Service for a determination on termination of the New Bedford Fishermen's Money Purchase Pension Plan.*

If you have not received a notice from the above plan in 1995, please contact the fund office at 56 N. Water Street, New Bedford, MA 02740; or telephone (508) 996-5618 immediately to claim benefits to which you may be entitled.



**Seafarers International Union Directory**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Dispatchers' Report for Great Lakes**

MAY 16—JUNE 15, 1995

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

Port	DECK DEPARTMENT								
	*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
Algonac	0	25	1	0	27	0	0	38	9
Port	ENGINE DEPARTMENT								
	Algonac	0	6	1	0	9	1	0	16
Port	STEWARD DEPARTMENT								
	Algonac	0	3	1	0	7	2	0	5
Port	ENTRY DEPARTMENT								
	Algonac	0	21	19	0	0	0	0	37
<b>Totals All Departments</b>	<b>0</b>	<b>55</b>	<b>22</b>	<b>0</b>	<b>43</b>	<b>3</b>	<b>0</b>	<b>96</b>	<b>45</b>

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

**Dispatchers' Report for Inland Waters**

MAY 16—JUNE 15, 1995

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

Region	DECK DEPARTMENT								
	*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
Atlantic Coast	2	0	0	4	0	0	15	2	0
Gulf Coast	5	6	4	0	2	1	4	6	11
Lakes & Inland Waters	41	0	0	18	0	0	27	0	0
West Coast	3	2	7	40	5	5	9	5	30
<b>Totals</b>	<b>51</b>	<b>8</b>	<b>11</b>	<b>62</b>	<b>7</b>	<b>6</b>	<b>55</b>	<b>13</b>	<b>41</b>
Region	ENGINE DEPARTMENT								
	Atlantic Coast	2	0	0	0	0	0	2	1
Gulf Coast	0	0	0	0	0	0	0	0	0
Lakes & Inland Waters	11	0	0	9	0	0	14	0	0
West Coast	0	0	1	1	0	0	0	0	1
<b>Totals</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>2</b>
Region	STEWARD DEPARTMENT								
	Atlantic Coast	1	0	0	1	0	0	3	0
Gulf Coast	0	0	0	0	0	0	3	1	0
Lakes & Inland Waters	3	0	0	3	0	0	7	0	0
West Coast	0	0	3	0	1	1	0	1	12
<b>Totals</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>13</b>	<b>2</b>	<b>13</b>
<b>Totals All Departments</b>	<b>68</b>	<b>8</b>	<b>15</b>	<b>76</b>	<b>8</b>	<b>7</b>	<b>84</b>	<b>16</b>	<b>56</b>

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

**Enjoy a Summer Vacation at Piney Point**

The summer season officially has begun—and with it come thoughts of doing something special for each member of the family while still managing to keep out of the hot, summer sun and not going broke in the process.

For Seafarers and their families, the answer lies in the Paul Hall Center in Piney Point, Md. Located in St. Mary's County, which is surrounded by 400 miles of shoreline, the union's extensive training center makes some of its rooms available to SIU members and their families. With affordable rates and exciting activities, the facility at the Paul Hall Center's Lundeberg School is the perfect location from which to base a summer vacation.

Each family member can find something to his or her liking on the grounds of the center—whether it is swimming, reading, exercising, eating, fishing, relaxing, sailing—you name it!

For those wishing to venture outside the gates of the facility, there is much to see and do. In historic St. Mary's City, families can travel back in time to visit the place where vessels from England first landed in 1634. Located at Point Lookout State Park are the remains of Fort Lincoln, a prisoner of war camp for Confederate soldiers

during the Civil War.

And for those wishing to venture even further outside the gates of the facility, Washington, D.C., Baltimore and Alexandria, Va. are short distances away by car, offering many opportunities to visit historical landmarks and other points of interest. Many of the attractions are free—the museums of the Smithsonian Institution, the U.S. Capitol, Arlington Cemetery, to name a few.

A vacation stay at the Lundeberg

School is limited to two weeks per family. The daily cost for each member is \$40.40. An additional fee of \$9.95 per day is charged for the Seafarer's spouse and for each child (there is no charge for children 11 years of age or younger). This price includes comfortable accommodations, all meals and use of the school's educational and recreational facilities.

This family vacation benefit is unique to members of the SIU. Make sure you take advantage of it this summer.

**SEAFARERS TRAINING & RECREATION CENTER**  
Vacation Reservation Information

Name: \_\_\_\_\_  
Social Security number: \_\_\_\_\_ Book number: \_\_\_\_\_  
Address: \_\_\_\_\_  
Telephone number: \_\_\_\_\_  
Number in party / ages of children, if applicable: \_\_\_\_\_  
Date of arrival:  
\_\_\_\_\_ 1st choice \_\_\_\_\_ 2nd choice \_\_\_\_\_ 3rd choice  
(Stay is limited to two weeks)

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



# Digest of Ships Meetings

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

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

**OVERSEAS OHIO** (Maritime Overseas), April 30—Chairman **Rudolph Hernandez**, Secretary **Earl Gray Sr.**, Educational Director **Scott Wilkinson**, Deck Delegate **Rene Govico**, Engine Delegate **Gregory Johns**, Steward Delegate **Eugenio Diego**. Chairman led discussion about working conditions aboard vessel. Bosun thanked crew for cooperation on shipboard matters and urged members to keep up good work. Secretary reminded crewmembers to check z-card renewal dates. He informed crewmembers of availability of applications for tanker operations course at Piney Point and reminded crew that all members who sail on tankers must take safety class to continue sailing on tankers. Educational director urged members to maintain excellence of SIU by upgrading skills at Lundeberg School. No beefs or disputed OT reported. Crew thanked steward department for superb job. Special vote of thanks extended by crew to **GSA Dominico Dacua**, Chief Cook **Diego** and Steward/Baker **Gray**. Next port: Honolulu.

**SEA-LAND SPIRIT** (Sea-Land Service), April 30—Chairman **George Khan**, Secretary **Steve Apodaca**, Educational Director **Charles Henley**, Deck Delegate **James Rader**, Engine Delegate **Mark Lawrence**, Steward Delegate **Keynon Bragg**. Secretary encouraged members to upgrade at Paul Hall Center. Educational director stressed importance of SPAD donations. No beefs or disputed OT reported. Crew thanked galley gang for job well done. Next port: Honolulu.

**SEA-LAND VALUE** (Sea-Land Service), April 9—Chairman **John Bertolind**, Secretary **Abdul Hasan**, Educational Director **Henry Paquin**. Chairman discussed reflagging of ship and noted union representative will meet ship at payoff. No beefs or disputed OT reported.

**SEA-LAND VOYAGER** (Sea-Land Service), April 30—Chairman **Edmund Brand**, Secretary **Emanuel Douroudous**, Educational Director **Joe Jenkins**, Deck Delegate **Robert Stenehjem**, Engine Delegate **T.L. Cowan**, Steward Delegate **Strode Call**. Disputed OT reported by deck delegate. No beefs or disputed OT reported by the engine or steward delegates. Chairman announced scheduled U.S. Coast Guard inspection and advised all crewmembers to be aboard vessel. He also reminded crew to attend Lundeberg School and get tanker operations course endorsement. Crew asked contracts department to look into immediate payoffs upon arrival in Tacoma, Wash. Crew asked Sea-Land to return van service to and from ship while vessel is docked. Next port: Tacoma.

**STONEWALL JACKSON** (Waterman Steamship), April 23—Chairman **Carl Lineberry**, Secretary **Ernest Hoitt**, Deck Delegate **William Fieding**, Engine Delegate **Cres Suazo**, Steward Delegate **John Bennett**. Chairman announced barges to be picked up while sailing through Suez Canal. Ship will then call on ports of Newport News, Va. and New Orleans. Secretary reported union forms available for crewmembers. He advised members to upgrade at Piney Point and keep center in mind as

location for family vacations. Crew voted to use crew lounge as only smoking area aboard ship. Treasurer reported \$135 in movie fund. No beefs or disputed OT reported.

**ULTRASEA** (Sealift, Inc.), April 30—Chairman **Marvin Zimbardo**, Educational Director **J.R. Vitch**, Deck Delegate **Mark Billot**, Engine Delegate **Edward Shamburger**, Steward Delegate **Carlos Arauz**. Chairman reminded members to attend new tanker operations course at Paul Hall Center. He stated ship scheduled to be in Russia at beginning of May. No beefs or disputed OT reported. Crew gave vote of thanks to galley gang.

**CHARLES L. BROWN** (Transoceanic Cable Ship Co.), May 25—Chairman **Francisco Sousa**, Secretary **Robert Seaman**, Educational Director **Joseph Stores**. Chairman announced payoff and advised ship will be involved in cable repair exercise first week of June. Treasurer discussed using ship's fund for purchase of new darts and ping pong balls. Deck delegate discussed smoking policy with crew. No beefs or disputed OT reported. Next port: St. Thomas, U.S.V.I.

**ITB BALTIMORE** (Sheridan Transportation), May 29—Chairman **Sonny Pinkham**, Secretary **Juan Gonzalez**, Deck Delegate **Stephen Herring**, Steward Delegate **Gerard Hyman**. Educational director reminded members to upgrade at Lundeberg School. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew thanked headquarters for timely arrival of

## HIGHLIGHTS

**Charles L. Brown**—Chairman reports cable repair exercises to begin first week in June.

**LNG Capricorn**—Educational director stresses importance of writing to congressmen to urge support for U.S.-flag shipping.

**Overseas Ohio**—Secretary reminds crewmembers to be sure their z-cards are up-to-date.

**ITB Baltimore**—Crew announces formation of its basketball team, the **Baltimore Beacons**.

**Sea-Land Producer**—Chairman thanked galley gang for delicious meals, sunset barbecues and "make-your-own-pizza" nights.

Seafarers LOGs and prompt response to questions raised in ship's minutes. Crew asked contracts department to look into increasing optical benefits. Crew requested union halls with available space provide exercise equipment and locker room facilities to improve cardiovascular fitness, health and general well-being of members. Discussion held regard-

ing tanker operations course being offered at Paul Hall Center. Steward department commended for job well done. Crew requested new toaster for mess hall and coffee machine for officer's mess hall and asked that lightweight coveralls be issued. Crew announced formation of ITB "Baltimore Beacons" basketball team. Next port: New York.

**LNG CAPRICORN** (ETC), May 14—Chairman **Billie Darley**, Secretary **J.L. Gibbons**, Educational Director **Thomas Harris**, Deck Delegate **Patrick McCarthy**, Engine Delegate **Aaron Thaxton**. Bosun and crew discussed reflagging of Sea-Land ships. He noted SIU officials working day and night to preserve jobs of membership. Chairman extended special vote of thanks to SIU port officials. Chairman thanked crew for good tour. Secretary reminded members to leave quarters clean for next person signing on. Educational director stressed importance of crewmembers writing members of Congress to urge support for U.S.-flag shipping. He also encouraged membership to keep informed of union political activities through *Seafarers LOG*. No beefs or disputed OT reported. Captain addressed crew concerns of continued operation of LNG tankers. Next port: Bontang, Indonesia.

**OVERSEAS OHIO** (Maritime Overseas), May 26—Chairman **Rudolph Hernandez**, Secretary **Earl Gray Sr.**, Educational Director **Michael Ribeiro**, Deck Delegate **Rene Govico**, Engine Delegate **Karl Benes**, Steward Delegate **Eugenio Diego**. Chairman announced ship's itinerary for month of June and discussed safety procedures while at sea. He thanked crew for good work and wished those signing off a good vacation. Bosun asked for continued cooperation in separating plastic items from regular trash. Secretary reminded crew to upgrade at Piney Point as soon and as often as possible. He advised them of new SAB ruling concerning English proficiency exam in reading and writing before registering to ship. Deck and steward delegates reported disputed OT. No beefs or disputed OT reported by engine delegate. Chairman urged members to be sure to read SIU President **Michael Sacco's** report in *Seafarers LOG*. Crewmembers extended special vote of thanks to Engine Delegate **Benes**. Crew also thanked Steward/Baker **Gray**, Chief Cook **Diego**, GSU **Dominico Dacua** and DEU **Ali Kasem** for jobs very well done. Crew was advised to separate and sort recyclable materials on ship. Next port: Long Beach, Calif.

**SEA-LAND DEFENDER** (Sea-Land Service), May 28—Chairman **William Dean**, Secretary **John Hanrahan**, Educational Director **Alfred McQuade**, Deck Delegate **Acylee "Joe" Brooks**, Engine Delegate **Horst Baetjer**, Steward Delegate **Carlton Griffin**. Chairman reported letter of response received from SIU contracts department concerning crewing. Bosun reminded crewmembers of proper procedures to follow when attempting to resolve beefs. Secretary informed crew of available union forms. No beefs or disputed OT reported. Crew requested patrolman board ship to address questions of members concerning vacation time following long voyage. Crew thanked steward department for quality service and professionalism.

**SEA-LAND ENTERPRISE** (Sea-Land Service), May 7—Chairman **Elex Cary**, Secretary **Michael Meany**, Educational Director **Ray Chapman**, Engine Delegate **Erich Frederickson**, Steward Delegate **Ron Dewitt**. Chairman noted smooth voyage, good gang and good feeder. Secretary encouraged members to donate to SPAD.

Educational director advised members to upgrade skills at Lundeberg School. No beefs or disputed OT reported. Chairman read telex from SIU President **Michael Sacco** concerning reflagging of Sea-Land ships. Crew requested second washing machine in crew laundry for grimy clothes.

**SEA-LAND NAVIGATOR** (Sea-Land Service), May 21—Chairman **Werner Becher**, Secretary **Rickie Juzang**, Educational Director **Mike Wells**, Deck Delegate **Ken Hagar**, Engine Delegate **Ken Harder**, Steward Delegate **Daniel Maxie Sr.** Chairman thanked crewmembers for keeping lounge clean. He announced arrival and payoff date for Tacoma, Wash. and advised crew to keep lounge locked while in port. He reminded members additional medical and vacation forms are available. No beefs or disputed OT reported. Crew requested second washer and dryer for laundry room. Galley gang com-

**SEA-LAND RELIANCE** (Sea-Land Service), May 17—Chairman **Charles Herrera**, Secretary **Joe Johnson**, Educational Director **Gene Speckman**, Deck Delegate **George Vukmir**, Engine Delegate **Daniel Rhodes**, Steward Delegate **S. Hariri**. Chairman stated everything running smoothly. Treasurer announced \$320 in ship's fund. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Crew thanked steward department for good salad bar and well prepared meals. Next port: Oakland, Calif.

**SEA-LAND SPIRIT** (Sea-Land Service), May 28—Chairman **Howard Gibbs**, Secretary **Steve Apodaca**, Educational Director **Charles Henley**, Deck Delegate **Sal Qualiattu**, Engine Delegate **Mark Lawrence**, Steward Delegate **Keynon Bragg**. Secretary urged members to attend upgrading courses at Paul Hall Center. Educa-

## To Those Who Went Before



A wreath-laying ceremony aboard the *Cape Race*, an OMI-operated Ready Reserve Force vessel, paid tribute on Maritime Memorial Day in May to all merchant mariners who lost their lives in the line of duty during wars and conflicts. Standing from the left are crewmembers QMEDs **Kevin Quinlan**, **Chris Carneal** and **Brian Allred**. Kneeling is **AB Horace Cooper**.

mended for well prepared meals. Next port: Oakland, Calif.

**SEA-LAND PATRIOT** (Sea-Land Service), May 13—Chairman **Robert Garcia**, Secretary **Curtis Phillips Jr.**, Deck Delegate **James Foley**, Engine Delegate **R.J. Mullen**, Steward Delegate **Jim Saxton**. Chairman noted repairs needed to crew recreation room and upholstery of chairs. He discussed flag-out of *Sea-Land Freedom* and commented on what a sad experience the event is for all U.S. seamen. He urged American workers to get involved to save their jobs. Educational director advised all members that key to job opportunity and job security is upgrading skills at Lundeberg School. No beefs or disputed OT reported. Steward thanked crew for cooperation in keeping ship clean. Crew gave vote of thanks to galley gang.

**SEA-LAND PRODUCER** (Sea-Land Service), May 14—Chairman **Jack Edwards**, Secretary **David Cunningham**, Educational Director **James Smitko**, Deck Delegate **John Emrich**, Steward Delegate **Paula Kaleikini**. Chairman announced estimated arrival dates posted for Oakland and Long Beach, Calif. Bosun discussed new classes available to upgraders at Piney Point. Treasurer reported \$1,284 in ship's fund to use for movies and special food for scheduled barbecue. No beefs or disputed OT reported. Chairman thanked GSU **M. Omar** for keeping mess halls clean and well stocked. He also thanked Steward **Cunningham** and Chief Cook **Kaleikini** for delicious meals, homemade desserts, breads, birthday cakes, sunset barbecues and "make-your-own-pizza" nights. Bosun stated crew enjoyed food as much as galley gang enjoyed cooking. Next port: Long Beach, Calif.

ditional director stressed importance of donating to SPAD. Treasurer stated eight new videotapes purchased last trip. No beefs or disputed OT reported. Crew gave special thanks to galley gang for great barbecue and job well done. Next port: Honolulu.

**SEA-LAND TACOMA** (Sea-Land Service), May 10—Chairman **Joseph Artis**, Steward Delegate **Patrick Durnin**. Bosun discussed reflagging of five Sea-Land vessels. He urged crew to write congressmen asking them to help protect maritime jobs by passing maritime revitalization. Treasurer stated \$800 in ship's fund. No beefs or disputed OT reported. Crew asked contracts department about medical coverage concerns.

**SGT. WILLIAM R. BUTTON** (Amsea), May 8—Chairman **James Patrick**, Secretary **S. Bowman**, Educational Director **Manuel Cruz**, Deck Delegate **Matt Holley**, Engine Delegate **Victor Mull**, Steward Delegate **Herbert Hollings**. Crew requested clarification of drug testing policy. Chairman discussed payoff and travel arrangements for crew. Bosun told crew there will be no liberty in Sattihipp, Thailand. He discussed current ongoing military exercise involving ship. Secretary informed crew all medical, vacation, optical forms available on ship. Educational director reminded crew to upgrade skills at Piney Point while on shore. Treasurer announced \$389 in ship's fund. No beefs or disputed OT reported by deck or engine delegates. Steward delegate reported beef. Engine delegate advised crew to conserve water. He also asked that garbage disposal be used sparingly while ship at sea. He reminded crew of no smoking during meal hours.





**Company:** Worthington Foods, Inc.

**Products:** Worthington develops, manufactures and markets food products that are low in fat and free of cholesterol, caffeine and other ingredients that many people are trimming from their diets

**Facilities:** Offices and manufacturing plant located in Worthington, Ohio, near Columbus

**UIW members at Worthington:** Involved in all facets of production and maintenance

**Brand names:** Include Morningstar Farms, Scramblers, Natural Touch, Worthington Foods and Loma Linda

**That's a fact:** Worthington is the world's largest producer of vegetable protein foods



Worthington Foods began operating 56 years ago — literally decades before terms like "fat-free," "light" and "all-natural" became common parts of the U.S. dining lexicon.

Today, as Americans become more and more aware of the benefits of healthier eating, the company thrives by producing great-tasting, healthy food products.

UIW members at Worthington manufacture and package more than 100 canned, frozen and dry products for consumers in the U.S. and in other nations.

When Seafarers purchase Worthington products, they not only buy healthy foods, but also put their dollars to work for themselves and their fellow trade unionists. The United Industrial Workers (UIW) is one of the autonomous affiliates of the SIUNA.

The Seafarers LOG regularly highlights various union-made products.

#### LOG-A-RHYTHM

### In Memory of Thomas L. Magras

by Marie Magras

One year has passed since you left us,  
 Memories of you are with me each day.  
 For forty-eight years you sailed on the sea,  
 And told us stories we loved to hear.  
 You helped me feel a closeness to you, and  
 I learned to respect the job you did.  
 You loved only the sea and our family, and  
 Each time you left I felt pains in my heart,  
 but I understood.  
 Your job was unique, as I have been told.  
 God bless all the merchant marines.

This poem was written by Marie Magras on the first anniversary of the death of her husband, Thomas Magras, who passed away March 26, 1994 at the age of 70. Brother Magras joined the SIU in 1944 in the port of New York and sailed to Normandy as part of the D-Day invasion during World War II.

## 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 mem-

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

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

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

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

## Gov't Reviews Cargo Preference Costs

Continued from page 2

to cover costs that are beyond their control. At the same time, foreign-flag vessels seeking U.S. government cargoes are not charged for those costs, such as inland transportation in the recipient country and the risks associated with cargo offloading.

The groups representing U.S.-flag operators also noted that other costs borne by American-flag shippers should be considered. Among these are expenses associated with U.S. government-mandated rules and regulations that do not apply to foreign-flag vessels and foreign crews.

Cargo preference "administration and implementation must be based on realistic criteria," the associations stated in their letter to MarAd.

At the same time the U.S. shipping groups were outlining their position on bulk cargo preference laws, the heads of the major maritime unions were expressing

their views to President Clinton that national security factors should dictate that U.S.-flag vessels continue to carry Defense Department cargo.

In a communication to President Clinton, the maritime union presidents noted that last year both branches of Congress had expressed their views that waivers, included in the Federal Acquisition Streamlining Act of 1994, allowing foreign-flag vessels to carry Defense Department cargo should not be permitted.

However, the letter from the unions pointed out the Defense Department had announced plans to go ahead with waivers despite the action taken in Congress.

"The waivers—no matter how they are portrayed by the Defense Department—are not limited in their effect," the maritime unions informed President Clinton. "In fact, they would deny the U.S.-flag merchant fleet a critical base of cargo that makes the difference

between operating under the U.S. flag or not operating under the U.S. flag and without which the administration's maritime reform and revitalization proposal, which we strongly support, will be dead from the start.

"It is indeed an outrage that a subordinate federal agency would deliberately undermine your maritime initiative and undermine your support for the U.S.-flag commercial fleet, destroy an entire defense-relevant American industry and export nearly 50,000 American jobs in the name of fixing a problem that does not exist," the communication stated.

The letter was signed by Michael Sacco of the SIU; Joel Bem, Marine Engineers' Beneficial Association; Timothy Brown, Masters, Mates & Pilots; Michael McKay, American Maritime Officers; and Louis Parise, District No. 4-National Maritime Union/MEBA.



# Final Departures

## DEEP SEA

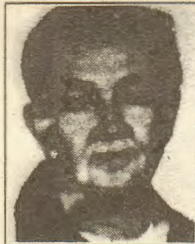
### ROBERT H. BENNETT



Pensioner Robert H. Bennett, 84, passed away May 6. A native of Georgia, he joined the Seafarers in 1951 in the port of

Tampa, Fla. Brother Bennett sailed in the engine department. He served in the U.S. Navy from 1924 to 1927, then in the U.S. Coast Guard from 1928 to 1932. Brother Bennett began receiving his pension in July 1977.

### ROBERT M. BOYD



Pensioner Robert M. Boyd, 67, died May 2. Brother Boyd started his career with the SIU in 1946 in the port of New

Orleans. He sailed in the steward department and upgraded at the Lundeberg School in Piney Point, Md., completing the steward recertification course there in 1982. He served in the U.S. Army from 1950 to 1952. Born in Mississippi, Brother Boyd retired in June 1986.

### TOMMY CARSON

Pensioner Tommy Carson, 78, passed away June 3. Brother Carson joined the Marine Cooks and Stewards before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Carson started to receive his pension in August 1973.

### JOSEPH A. CLAEYS

Pensioner Joseph A. Claeys, 92, died April 25. Brother Claeys started his career with the Marine Cooks and Stewards in 1952 in the port of San Francisco, before that union merged with the SIU's AGLIWD. He retired in April 1973.

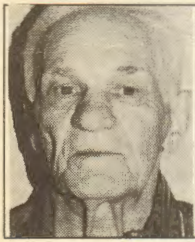
### ANDREW DANKO



Pensioner Andrew Danko, 74, passed away May 7. Born in Ohio, he began sailing with the Seafarers in 1953 from the

port of New Orleans. Brother Danko sailed in the engine department. From 1940 to 1945 he served in the U.S. Army. Brother Danko began receiving his pension in February 1976.

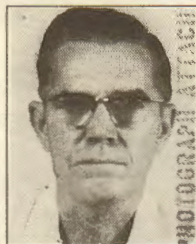
### ANDREW FORIS



Pensioner Andrew Foris, 82, died May 13. Brother Foris joined the SIU in 1940 in the port of Duluth, Minn. Sailing in the

engine department, he started out in the Great Lakes division and transferred to deep sea vessels. Brother Foris retired in November 1976.

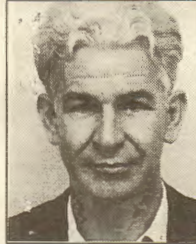
### JESSIE C. HAMPTON SR.



Pensioner Jessie C. Hampton Sr., 83, passed away May 3. A native of Tennessee, he began his career with the union in

1961 in the port of Jacksonville, Fla., sailing in the steward department. He served in the U.S. Army from 1941 to 1946. Brother Hampton started to receive his pension in December 1976.

### JAMES D. HARMON



Pensioner James D. Harmon, 70, died May 27. Brother Harmon joined the Seafarers in 1957 in the port of New Orleans. The

engine department member upgraded at the Lundeberg School. He served in the U.S. Navy during World War II. Brother Harmon retired in July 1989.

### CHESTER HUGHART



Pensioner Chester Hughart, 70, passed away April 12. A native of West Virginia, he started sailing with the SIU

in 1943 in the port of New York. Brother Hughart sailed in the deck department. He began receiving his pension in July 1983.

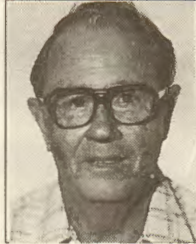
### JAMES A. JONES



Pensioner James A. Jones, 73, died April 23. Born in Texas, he began sailing with the Seafarers in 1967 from the

port of San Francisco. Brother Jones shipped in the steward department. He graduated from the steward recertification course at the Lundeberg School in 1987. During World War II, he served in the U.S. Army Air Force. Brother Jones retired in April 1993.

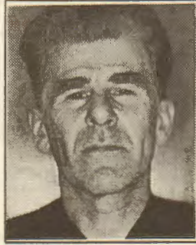
### CHARLES M. LAMBERT



Pensioner Charles M. Lambert, 75, passed away April 2. A native of Alabama, he joined the SIU in 1949 in the port of

Mobile, Ala. Brother Lambert sailed in the deck department. A World War II veteran, he served in the U.S. Navy from 1942 to 1945. Brother Lambert started to receive his pension in June 1985.

### ARTHUR F. LANGLEY

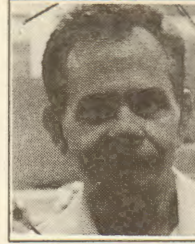


Pensioner Arthur F. Langley, 91, died February 26. Brother Langley began sailing with the union in 1943 from the port

of New York. He sailed in the

deck department. A native of Illinois, Brother Langley retired in July 1969.

### FRANCISCO R. MALDONADO



Pensioner Francisco R. Maldonado, 64, passed away March 24. Born in Puerto Rico, he joined the Seafarers in 1947 in the

port of New York. The engine department member upgraded to QMED at the Lundeberg School. Brother Maldonado began receiving his pension in December 1975.

### GERALD A. MCCARTHY

Gerald A. McCarthy, 53, died February 23. A native of New York, he joined the SIU in 1969 after completing the Lundeberg School's training course for entry level seamen. Brother McCarthy sailed in the deck department and upgraded at the Lundeberg School.

### ABDEL MOHAMED



Pensioner Abdel Mohamed, 62, passed away February 28. He began sailing with the union in 1963 from the port

of New York. Brother Mohamed sailed in the steward department. Born in Yemen, he became a naturalized U.S. citizen. Brother Mohamed retired in June 1992.

### JOSEPH S. MOORE

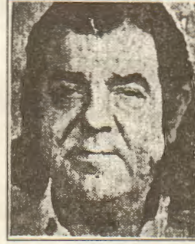


Pensioner Joseph S. Moore, 77, died March 31. Born in Georgia, he started his career with the SIU in the port of Savannah, Ga. Brother Moore sailed in the steward department and began receiving his pension in June 1971.

### JOSE A. ROMERO

Pensioner Jose A. Romero, 69, died March 25. Born in Puerto Rico, he began sailing with the Seafarers in 1962 from the port of New York. Brother Romero shipped in the steward department. He served in the U.S. Army from 1951 to 1953. Brother Romero retired in January 1991.

### ROBERT M. SULLIVAN



Pensioner Robert M. Sullivan, 73, died March 16. Born in South Dakota, he joined the Seafarers in 1969 in the port of San

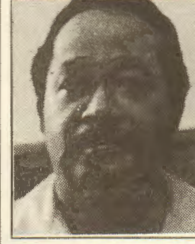
Francisco. Brother Sullivan sailed in the deck department and upgraded at the Lundeberg School. He served in the U.S. military from 1942 to 1967. Brother Sullivan began receiving his pension in June 1986.

### FOON WON YOUNG

Pensioner Foon Won Young, 78, passed away May 10. He joined the Marine Cooks and Stewards in 1961 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Born in China,

Brother Young became a naturalized U.S. citizen. He started to receive his pension in January 1979.

### MIGUEL A. VERDEJO



Pensioner Miguel A. Verdejo, 79, died March 9. A native of Puerto Rico, Brother Verdejo began sailing with the Seafarers

in 1959 from the port of New York. Brother Verdejo shipped in the steward department. He retired in October 1984.

## INLAND

### DONNIE G. DAVIS JR.

Donnie G. Davis Jr., 61, passed away August 8, 1994. Boatman Davis began sailing with the SIU in 1989. The North Carolina native sailed as a tug captain and shipped primarily on Express Marine vessels.

### JOHN G. FELIP



Pensioner John G. Felip, 73, died April 19. A native of Philadelphia, he began sailing with the Seafarers in 1969 from the

port of Philadelphia. Boatman Felip sailed in the deck department. A veteran of World War II, he served in the U.S. Navy from 1942 to 1946. Boatman Felip retired in March 1984.

### DENNIS W. FILLINGIM



Dennis W. Fillingim, 41, passed away March 31. Born in Alabama, he joined the SIU in 1973 in the port of Mobile, Ala.

Starting out in the deep sea division, he later transferred to inland vessels.

### JOSEPH R. KLINEBURGER

Joseph R. Klineburger, 52, passed away March 2. Born in Pennsylvania, he began sailing with the union in 1970 from the port of Philadelphia. Boatman Klineburger shipped in the deck department. From 1964 to 1966 he served in the U.S. Army.

### VESTER V. THRASH

Vester V. Thrash, 61, died March 23. He started his career with the Seafarers in 1970 in the port of Norfolk, Va. Boatman Thrash sailed in the engine department. Born in Mississippi, he served in the U.S. Air Force from 1951 to 1955.

## GREAT LAKES

### YAHYA "JACK" MASHERAH



Yahya "Jack" Masherah, 53, died April 22. Born in Arabia, he joined the SIU in 1967 in the port of Detroit. Brother

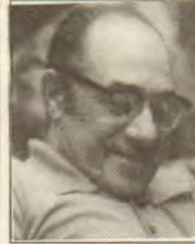
Masherah shipped in the deck department and upgraded at the Lundeberg School.

## ATLANTIC FISHERMEN

### JERRY PALLAZOLA

Pensioner Jerry Pallazola, 76, passed away March 24. Born in Massachusetts, Brother Pallazola became a charter member of the Atlantic Fishermen's Union in the late 1930s in the port of Gloucester, Mass. During World War II he served in the U.S. Navy. Brother Pallazola began receiving his pension in February 1983.

### AUGUSTINE "GUS" SUTERA



Pensioner Augustine "Gus" Sutera, 82, died February 22. He joined the Atlantic Fishermen's Union in the 1940s in the

port of Gloucester, Mass. Born in Sicily, Brother Sutera retired in February 1977.

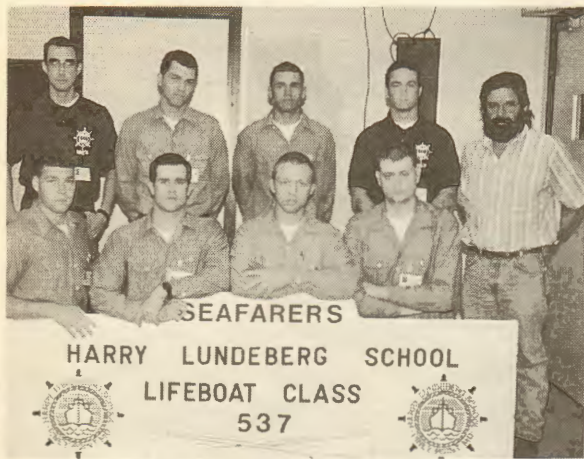
## Burial at Sea



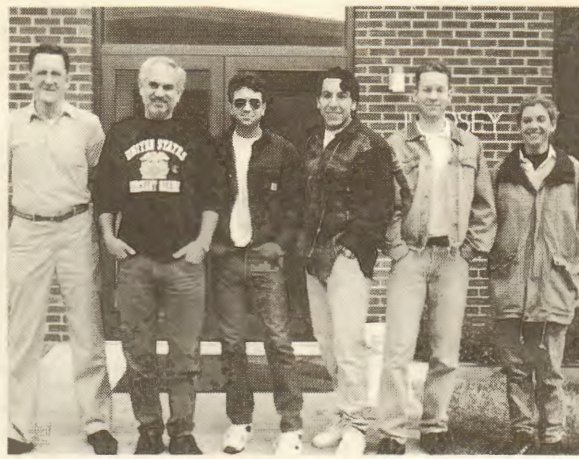
The final wish of Marcus "Popeye" Thomas—to be buried at sea—was honored last March. An SIU member since 1966, Brother Thomas died February 8. His ashes were cast to the waters of the Gulf of Mexico from aboard the *Sea-Land Galveston Bay* as members of the ship's crew participated in a memorial service. The Illinois native signed on with the SIU in 1966 in the port of New Orleans. He completed the Lundeberg School's training course for entry level seamen and shipped in the deck department. Brother Thomas also served in the U.S. Air Force from 1957 to 1958.



# Lundeberg School Graduating Classes



**Trainee Lifeboat Class 537**—Graduating from trainee lifeboat class 537 are (from left, kneeling) Charles Lore Jr., Michael Friesenhahn, Robert Frank, Michael Bowen, Bob Boyle (instructor), (second row) David Smart, Michael Brusco, Clint Stadler and Charles Slaughter.



**Radar**— Receiving their radar endorsement on May 3 are (from left) Jim Brown (instructor), Henry Peterson, Robert Kendrick, Nick Mocerri III, Richard Barron and Désirée Crockett.



**Welding**— Marking their completion on May 16 from the two-week welding class are (from left, kneeling) Roman Zarkiewicz, David Vega, Paul Pagano, Tony Albright, Michael Martykan, (second row) Paul Lewis, Ralph Gosnell Jr., Fadiga Koutougou and Jim Shaffer (instructor).



**Bridge Management** — Upgrading members of the deck department completing the bridge management course on May 3 are (from left, kneeling) Robert Bakeman, Heley Mareno, Nick Mocerri III, Richard Barron, (second row) Jim Brown (instructor), Eric Dobson, William Shelly, Henry Peterson, Robert Kendrick, David Heim and Désirée Crockett.



**Upgraders Lifeboat**— Graduates of the May 2 upgraders lifeboat class are (from left, kneeling) Victor Quioto, Ray Wood, Harriet Lee, James Harris, (second row) Bob Boyle (instructor), Jose A. Lopez, Robert Torres, Naividad Zapata, Mary Chris Littel, Timothy Taylor and Wilbert Patterson.



**Tankerman Operations**— SIU members completing the tankerman operations course on May 17 are (from left, kneeling) Gary C. Mitchell, Shelton E. Drafts, Andrew Lopez, Steven Marwin, Russell Barrack Jr., Scott S. Fuller, Bruce Holloway, Virgilio Casildo, Luis Gamez, (second row) Bob Carle (instructor), William Tanksley, Craig Pare, Brian C. Gauntt, Robert Pagan, George Mazzola, Leonel Lazo, Ricardo Ramos, Green Hoskins, Timothy Fogg, Janet Baird, Anthony Maben, Jake Karaczynski (instructor), (third row) Bret Hughes, Charles Foley, Raymond Tate, Ray Banks, Gary Housman, Joseph Turocy, Mark Ramsey, Craig Holdredge and Reeves Homby. Not pictured is Isidro Palacios.



**Sealift**— Earning their sealift certification on May 22 are (from left, sitting) Roy Jackson, Levi Rollins, (kneeling) Clinton Anderson, Joe Grandinetti, Stephen Dearborn, Robert Garceau, Mark Maiello, Craig Perry, Edward Tomas, Reginald Hunter, Eric Martinez, Brian Rotchford, (third row) Bill Hellwege (instructor), Robert Hendershott, James Crisler, Edward Corbett, Israel Rivera, Elieser Montalvo, John Nelson, Aubrey Davis, John Turner, Robert Elliott, James Girga, Mohamed Ahmed, Faisal Mawari, Rebecca Gaytan, (fourth row) George Mazzola, Joel Trotter, Michael Hargraves, Jerry Leonard, Jeffrey Fields, Kurt Benjamin, Tom Parisi and Craig Treadwell.



## LUNDEBERG SCHOOL 1995 UPGRADING COURSE SCHEDULE

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

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

Please note that as of August 1, students should check in the *Saturday before* their course's start date. The courses listed here will begin promptly on the morning of the start dates.

### Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	July 31	October 20
Bridge Management (Shiphandling)	July 17 October 9	July 28 October 20
Celestial Navigation	November 6	December 15
Lifeboatman	July 17	July 28
Limited License/License Prep.	July 3 September 25	August 11 November 3
Radar Observer/Unlimited	July 10 August 14 October 2	July 14 August 18 October 6
Third Mate	August 28	December 15

### Safety Specialty Courses

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

### Recertification Programs

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

## UPGRADING APPLICATION

Name \_\_\_\_\_  
(Last) (First) (Middle)  
 Address \_\_\_\_\_  
(Street)  
 Telephone \_\_\_\_\_  
(City) (State) (Zip Code)  
(Area Code) (Month/Day/Year)

Deep Sea Member  Lakes Member  Inland Waters Member

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

Social Security # \_\_\_\_\_ Book # \_\_\_\_\_  
 Seniority \_\_\_\_\_ Department \_\_\_\_\_  
 U.S. Citizen:  Yes  No Home Port \_\_\_\_\_  
 Endorsement(s) or License(s) now held \_\_\_\_\_

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

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

Have you attended any SHLSS upgrading courses?  Yes  No

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

Do you hold the U.S. Coast Guard Lifeboatman Endorsement?  
 Yes  No Firefighting:  Yes  No CPR:  Yes  No

### Steward Upgrading Courses

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

### Engine Upgrading Courses

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

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

### Inland Courses

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

### Additional Courses

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

### Deck and Engine Department College Courses

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

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

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

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

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

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

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

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

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





There is still time to plan a family holiday this summer at the Lundeberg School. For additional information, see page 14.

# Parisi Sons Continue Family Legacy

For the Parisi family of Gloucester, Mass., sailing is much more than a career. It is a way of life, a family legacy.

Three generations of Parisi men have been fishing on the Atlantic Ocean since the turn of the century, and the family has direct links to the Atlantic Fishermen's Union which originated in 1936. (The fishermen's union merged with the SIU's Atlantic, Gulf, Lakes & Inland Waters District in 1980.)

The tale of the Parisi men and women who helped mold the fishing industry in Gloucester lives on through the sons and grandsons of those who began it all.

After nearly 60 years of fishing the Atlantic and surrounding waters, Atlantic Fishermen's Union charter member Salvatore Parisi, 85, now spends his days sharing old sea stories with other SIU pensioners at the St. Peter's Center in Gloucester. (The patron saint of fishermen, St. Peter is said to watch over fishermen while at sea.)

"All of us old fishermen get together at St. Peter's and remember how fishing used to be. It is the only place for us to go. It is a way for us to keep in touch. I also like to keep in touch with the guys on the boats," said Parisi.

"I retell all the old stories—but they still remember, they will never forget the Parisi family," the retired fisherman recalled.

### Legacy Begins

The family story begins in 1900 when an Italian fisherman named Nicholas Parisi sailed from Sicily to the United States in search of a better life. Leaving his young wife, Grace, and baby daughter (also named Grace) behind, he promised to send for them once he found work and became established.

When Nicholas arrived on the East Coast of the United States, he was recruited by a railroad company which was building railroad tracks from the East Coast to the West Coast. It took Parisi one year to reach California.

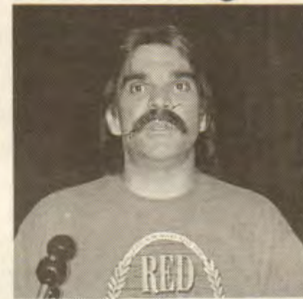
In the Golden State, Nicholas met an Italian immigrant named DiMaggio (father of baseball legend Joe DiMaggio) who told him about salmon fishing opportunities in Alaska. The men traveled together to Alaska and worked with a fishing company during 1901 and 1902.

In 1903, Nicholas sent for his wife and daughter in Sicily. He left Alaska and traveled east to meet his family.

The young Parisi family settled in northern Boston, where he began fishing. The industry proved to be so profitable for Nicholas that he sent word to Sicily. Relatives followed his lead and immigrated to Boston.

Nicholas and his wife had more children: Catherine, born in 1905; Rose, 1907; Salvatore, 1910; Thomas, 1912; Geraldine, 1914; and Mary, 1916.

By 1922, the family moved to



Salvatore Parisi stands outside the pilot house of his beloved New England dragger, the *Saint Nicholas*, during the 1945 St. Peter's Fiesta. Inset, above, is Thomas Parisi, who graduated from the bosun recertification program at the Lundeberg School last month. Inset, below, is Salvatore's youngest son, Philip, who currently sails as a recertified bosun aboard LNG tankers.

Gloucester to be closer to the Georges Banks, fishing grounds located off the New England coast, and the Grand Banks, located off the coast of Nova Scotia.

### Sons Start Fishing

At age 15, Salvatore joined his father and uncles aboard the fishing boats, followed shortly by his brother, Thomas.

In 1932, when Salvatore was 22 years old, the Parisi family had their first new boat built. The *Saint Teresa* was an 82-foot fishing boat, and Salvatore (who was part owner) became the engineer on board. By this time his father, Nicholas, began staying home during the winters while his sons, nephews and their crews fished for mackerel, haddock, cod and flounder.

In 1936, Salvatore and Thomas became charter members of the Atlantic Fishermen's Union. Salvatore noted that being a member of the union benefitted the crews of the Gloucester fleet because of the security it offered them, especially as they reached retirement age.

### Saint Nicholas

The Parisis sold the *Saint Teresa* during World War II. In 1944, construction began of the family's largest and most famous boat. The *Saint Nicholas*, completed in 1945, was a 98-foot dragger capable of carrying 200,000 pounds of fish and a crew of nine. (Draggers pull nets that run along the bottom of the ocean to catch the groundfish which inhabit these lower depths. Groundfish include yellow tail flounder, cod and haddock.)

"She was beautiful," said Salvatore of the *Saint Nicholas*. "My fondest memories are of the *Saint Nicholas*. What they catch today in a seven- or eight-day trip is what we used to catch in a single day aboard the *Saint Nicholas*," Salvatore stated.

According to Salvatore, the

*Saint Nicholas* was one of the best-known fishing vessels of its time because of its many successful fishing expeditions and several dramatic rescues in which the boat took part.

### Family Grows

While fishing in New England was growing for the Parisi brothers, so were their families. Salvatore was widowed at a young age when his wife, and the mother of his first-born son, Nicholas, passed away.

In 1948, he married Ann, and she bore him three more sons—Cosmo, Thomas and Philip—all of whom would follow in their father's footsteps.

After beginning their sailing careers aboard the family fishing boats, each son went on to join the SIU when the Atlantic Fishermen's Union merged with the Atlantic, Gulf, Lakes & Inland Waters District in 1980.

Both Thomas and Philip have graduated from the bosun recertification program at the Harry Lundeberg School of Seamanship in Piney Point, Md. Cosmo, after nearly three decades of sailing, has returned to Gloucester and lives a quiet life not far from his father.

"I am very proud of my boys," Salvatore told a reporter for the *Seafarers LOG*. "I am proud that they have gone to Piney Point and that they are members of such a good union."

While each of Salvatore's sons has a different reason for going to sea, each shares a deep love for the ocean and being aboard a ship that was passed down by their father.

### Remembers First Trip

AB Cosmo Parisi, 46, started fishing with his father when he was 11. He still remembers his first trip to the Grand Banks aboard the *Saint Nicholas*.

"We made just one tow and the whole bag came up filled with red fish. One fish was the size of a

12-gallon fish tank. Back then the fish were really big. You can't find them like that anymore," recalled Cosmo.

"I thought that we could go home after getting so many large fish in one try, but I soon found out how wrong I was. We spent four more days out at sea, and it took another three to get home. I had made up my mind by the time we arrived back in Gloucester that I was going to quit. I never wanted to go fishing again," he remembered.

When his father presented him with his first check, Cosmo quickly changed his mind and finished that first summer. He spent many more seasons fishing on the family's boats.

"I wanted to be like my father. He was everything I wanted to be," said Cosmo.

In 1963, when Cosmo was 14 years old, the *Saint Nicholas* caught fire 80 miles out at sea.

The crew was dragging for groundfish when the fire broke out in the engine room. The eight fishermen were rescued by another Gloucester dragger and they stayed nearby until their boat slowly sunk to the bottom of the ocean, early the next day.

"It broke my dad's heart to watch that boat go down," said Cosmo.

After the fire destroyed the *Saint Nicholas*, the family bought a new boat, the *Estral* (Portuguese for star). This helped them continue sailing until a new boat again named *Saint Nicholas* could be constructed. It was completed in 1965.

### 'Natural Decision'

Bosun Thomas Parisi, 42, started sailing when he was about 8 years old with his father, uncle (whom he was named after), cousins and brother Cosmo.

"It was a natural decision to begin sailing," said Tommy, as he is known by members of his fami-

ly. Summers and winter breaks were spent with his family on the fishing boats. In 1980, he joined the SIU and continued the fishing legacy.

"I can't see myself doing anything else but sailing. It was a natural calling for me. I am more comfortable standing on the deck of a ship than I am walking down the sidewalk," said Thomas.

In 1982, the family's 97-foot *The Mother Ann* sank 75 miles east of Chatham, Mass.

Salvatore retired soon after the sinking of *The Mother Ann*. At age 72, he noted that fishing had filled his life with both happiness and despair. After 57 years on the water, he decided it was time to hang up his fishing equipment and settle on the beach.

### Started at Piney Point

The same year of his father's retirement, Philip, now 34, graduated from the trainee program for entry level seamen at the Lundeberg School.

While he began fishing at the age of 15 with his father and brothers, the youngest of Salvatore's sons knew that he wanted to sail aboard deep sea ships.

"I can still remember one specific day aboard the *Saint Nicholas*. We were out fishing during a bout of really bad weather. The sea was tossing the boat all over the place for the entire four days we were out. I was really sea sick and felt lousy," recalled Philip.

"As I watched the big tankers go sailing by as smooth as can be, I thought to myself, I have got to sail aboard one of those," he said.

Philip has returned several times to Piney Point to upgrade in the deck department. Last November he graduated from the bosun recertification program.

After *The Mother Ann* sank, Cosmo and Thomas followed their younger brother's lead and switched their membership to the deep sea division of the SIU.

### Retired Days

In mid-June, the St. Peter's Fiesta was celebrated in Gloucester. Salvatore's family started the traditional celebration—a weekend filled with Italian food and culture—when they first came to the East Coast from Sicily.

Salvatore once took part in all the activities of the annual festivities but now participates only in the special mass held to honor the fishermen.

With only one son on the beach and the other two on SIU ships, Salvatore says a special daily prayer to St. Peter to watch over his sons while they are at sea.

After all his years fishing, raising sons who have carried on the family tradition, having four grandchildren (one more on the way) and one great-grandchild, Salvatore concludes, "I think I have had a pretty good life. I am proud of them all."