

SEAFARERS LOG

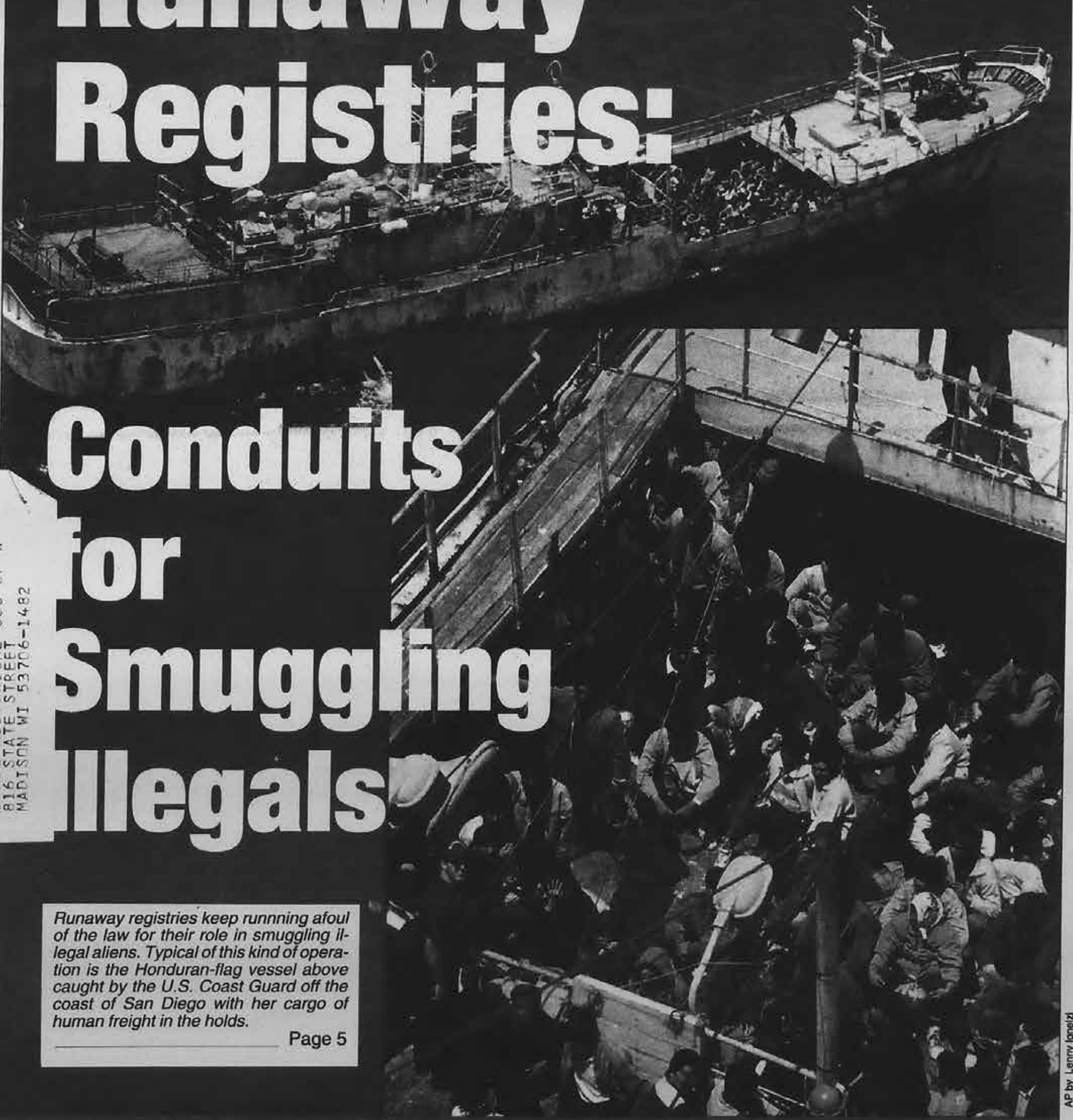


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July 1993

Runaway Registries:

Conduits for Smuggling Illegals



Runaway registries keep running afoul of the law for their role in smuggling illegal aliens. Typical of this kind of operation is the Honduran-flag vessel above caught by the U.S. Coast Guard off the coast of San Diego with her cargo of human freight in the holds.

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Drugs for Jobs: Another NAFTA Threat by Gus Tyler

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AP by Lenny Ignelzi

President's Report

A Dirty Business

In the mounting number of news stories coming across the wire of the efforts of hundreds of illegal aliens seeking entry into the United States it is becoming clear that runaway ships are playing a big part in this unlawful traffic. The most recent of these incidents involved the Honduran-flag *MV Golden Venture*, which ran aground outside of New York City last month. Registered under a runaway flag, the *Golden Venture* incident points to the fact that flag-of-convenience ship registries are being utilized by those individuals who seek to evade legal authorities.



Michael Sacco

Runaway ship registries have long offered shipowners of the world havens from the safety standards, tax laws and rigorous inspection requirements of nations with a maritime history and infrastructure. Another bonus for the shipowner offered by a runaway registry is the ability to hire crewmembers from anywhere in the world, from the most exploitable labor pools, from nations that do nothing to protect the working conditions of their citizens. Flag-of-convenience registries also allow shipowners to dodge the legal regimes and responsibilities of their own nations.

But the runaway registries are more than just a flag-dodging ploy. They allow those with an interest in escaping legal authority a way of doing so. By registering with bargain basement registries, the owner or the operator of a vessel is ensured a registry which has neither the means nor the inclination to pursue him for bending any standards or breaking any laws. That's because the runaway ship registry generally is nothing more than a mailbox-and-fax-machine operation set up by a couple of guys with fast bucks who run the flag-of-convenience registry as a business, splitting the profits between themselves and the nation renting out its flag.

The runaway registries are basically for-profit corporations. Runaway registries offer no real control. They offer no real government agency dedicated to marine safety. They offer no real interest in the welfare of crewmembers. They offer no effective means of enforcement of the so-called standards they may put up as window dressing on their registries.

Tools for Lawbreakers

These unregulated ship registries, established and maintained to cater to shipowners' greed, are now—as can be seen in the press where pictures show hundreds of people being smuggled into the United States on unseaworthy rustbuckets flying runaway flags—the tools of the trade for international lawbreakers and profiteers. Learning of the criminal syndicates who traffick in illegal human cargo, extorting huge sums of money from their victims who hope to make it to the United States, using runaway-flag ships to do their dirty work, only confirms our feelings that there is something very unwholesome about this whole proposition of flag-of-convenience registries.

While we know the world is not all wholesome and pure, the question remains: why should the United States be a party to this kind of dirty monkey business?

The United States government and the governments of every maritime nation, including Japan and those in Europe, should be deeply ashamed of their easy acceptance, and in some cases, their embracing, of runaway registries.

The SIU intends to dig deeper into the charade of runaway flags and to continue to publicize to the Congress, the administration and to the public whatever we find.

House Backs Scab-Ban Bill; Senate Next

The U.S. House of Representatives on June 15 passed a bill that would prevent employers from permanently hiring the people (scabs) who cross picket lines to replace striking workers during lawful strikes. The legislation passed by a vote of 239-190.

The bill now moves to the Senate, where a difficult and close battle is expected.

The House last year passed similar legislation on two occasions, but the Senate each time failed by less than a handful of votes to pass it. Supporters of the Workplace Fairness Act, including the AFL-CIO and every U.S. union and scores of community and civic organizations, are working on a massive grassroots lobbying drive to convince senators that fair and balanced labor relations are provided for in

this measure and are in the nation's interest. These groups are working to garner enough Senate votes to prevent a threatened filibuster and to pass the bill. Unlike former President Bush, who vowed to veto the Workplace Fairness Act if it reached his desk, President Clinton has promised to sign it if given the chance.

If the bill becomes law, it would halt the trend started during the Reagan administration of firing workers who engage in strikes. For example, from 1985 to 1989, businesses hired so-called permanent replacement scabs in roughly one of every five strikes reported to the federal government.

In the recent debate on the House floor, Rep. Pat Williams (D-Mont.) asked, "What good is the right to strike if when you do,

Negotiations Under Way

1990-1993 Standard Pact Extended for 62 Days

The SIU and its contracted operators that are signatories to the standard freightship and tanker agreements have arranged for a 62-day extension of those pacts which were due to expire last month.

The extension continues the contract, which was ratified in June 1990, until midnight August 16. The extension went into effect at midnight June 15.

SIU Vice President Contracts Augie Tellez stated "the extension was agreed to by both sides rather than rush to do things at the 11th hour."

Meetings between the union and the American Maritime Association, a group of shipowners

who contract with the SIU to provide unlicensed mariners for their vessels, have been under way for several months. Tellez noted the companies during this same period are negotiating other contracts with some of the officers' unions and the Longshoremen.

Members Kept Advised

"Our objective is to complete negotiations for the standard agreements on or before the extension deadline," Tellez said. "As always, we will keep the members informed."

Meanwhile, negotiations on the West Coast between the SIU's Pacific Division and American President Lines were still under way as the midnight June 30

deadline approached. (The SIU Pacific Division is composed of the Sailors' Union of the Pacific which represents the deck department, the Marine Firemen's Union which represents the engine department and the SIU Atlantic, Gulf, Lakes and Inland Waters District which represents the steward department.)

SIU Vice President West Coast George McCartney said he expected negotiations to go down to the wire but was not sure if a 30-day extension would be necessary. When the contract was last negotiated three years ago, talks were completed on the last day of a 30-day extension.

Trainees Rescue Stranded Swimmers

Two Lundeborg School trainees rescued two teenagers attempting to swim against a strong current in St. George's Creek near the Paul Hall Center for Maritime Training and Education in Piney Point, Md. on June 19.

Wes Reiss and Francis Pappas, members of class 512, were in a sailboat on St. George's Creek when a speedboat with five teenagers slowed down, then stopped, near them in the channel by the St. George's Island bridge. Two of the teenagers jumped into the creek and attempted to swim to an island 70 yards away as the speedboat departed.

"They began swimming backwards," Reiss recalled. "The current (going toward the Potomac River) was swift and they began yelling for help immediately."

Both Reiss and Pappas watched as the speedboat returned but did not pick up the pair. The teens tried swimming again but it did not work.

"They began bobbing in the water," Pappas added. "We didn't know if they were joking but we didn't want to take a chance. It was instinctive. We took off to help them immediately."

Both trainees said they were the only boaters in the area to respond to the cries for help. "There were other boats around, but no one bothered to help," Reiss said. "It boggled my mind."

As Reiss navigated the sailboat closer, the Seafarers could see the teens had stopped swimming and were holding on to each other while yelling. Reiss tossed a line to the pair. One of the boys grabbed it as the other retained his hold on him. Pappas reached over and pulled both teens into the sailboat.

Exhausted But Thankful

"They were exhausted," Reiss stated. "They plopped on the deck and started thanking us profusely."

"The boys told us if somebody hadn't come soon, they were going to give up," Pappas noted. "They were completely exhausted and had only been in the water about five minutes."

Reiss and Pappas explained that the current was so strong that even experienced swimmers would have had problems staying in place, let alone trying to swim forward.

The trainees brought the

swimmers to the center where it was discovered they were from the Piney Point, Md. community. No medical treatment was required as neither boy was injured. Arrangements were made to return them to their homes.

First Rescue

The rescue was a first for both Reiss and Pappas, who are due to graduate at the end of this month.

Unlike Pappas, Reiss has previous sailing experience having worked on yachts in his home of Pompano Beach, Fla. He came to the Lundeborg School "because I had heard about it and I wanted to get the best training I could." The 23-year-old plans to sail in the deck department.

Pappas is studying to be an engine department member. The 19-year-old hails from Philadelphia. He came to the Lundeborg School after he heard about the merchant marine from a Philadelphia SIU member, QMED Billy Sullivan.



Trainees Francis Pappas (left) and Wes Reiss pose on the Lundeborg School dock where they brought two exhausted swimmers to safety after rescuing them from St. George's Creek.

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QMED Claudio Mazzaia (left) and Bob Milan, aboard a flatboat on the Mississippi River, talk union over a battery-operated public address system to Avondale shipyard workers on their lunch break.

Avondale Goes Union In 1,804 to 1,263 Vote

Keeping in mind the issues of pay, health insurance and work site safety, the workers at the New Orleans-based shipyard of Avondale Industries voted "yes" for union representation by a margin of 1,804 to 1,263.

In balloting conducted by the National Labor Relations Board (NLRB), an impartial agency of the U.S. government, on June 25,

shipyard workers voted to go union after a four month organizing effort in which Avondale's management attempted to scare or pressure the employees out of their support for the union.

Not counted in the three-to-two pro-union vote are 847 challenged ballots. The majority of

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Sea-Land, APL Seek OK To Reflag 20 U.S. Ships

Citing the lack of a new U.S. maritime program, Sea-Land Service Inc. and American President Lines (APL) announced on June 28 that the companies are each filing applications for approval from the U.S. government to transfer 20 vessels to foreign registry.

Sea-Land, a subsidiary of CSX Corporation, is seeking approval for the transfer of 13 ships; APL said it will file to reflag seven of its 15 U.S.-flag containerships.

Under the Shipping Act of 1916, the U.S. government must approve transfers of American-flag ships to foreign registries. Applications for such transfers are submitted to the Maritime Administration, which makes an evaluation based on the nation's security needs and other factors.

The two liner companies have been threatening such a move for over a year, stating that unless a government program was put in place which addressed the inability of U.S.-flag ships to compete in the world transportation market, the carriers would transfer tonnage to foreign flags.

Competitive Factors

In its announcement, Sea-Land President John P. Clancey said the company "can no longer afford to continue operating these vessels under the U.S. flag, competing against lower-cost, foreign-flag operators or subsidized U.S.-flag operators."

The Sea-Land official also said that should a new U.S. maritime program be put into place, Sea-Land would consider returning its vessels to American registry.

John Lilly, the chairman of

American President Companies, Ltd., APL's parent company, claimed the ship transfer announcement was provoked by "the message from the administration that there will not be funding for a comprehensive maritime reform program."

SIU to Do All Possible

Upon receipt of Sea-Land's June 28 notice to the union of its intent to seek reflagging authority, SIU President Michael Sacco immediately advised the Seafarers' membership of the action. In a communication to all ports, he said the union will be meeting with representatives of Sea-Land to discuss any and all moves by the company which impact on the employment opportunities of the membership.

"The membership, of course, is assured that the union will be doing everything possible to secure the maximum protection of the member's interests," Sacco said.

Sea-Land will apply to MarAd to reflag six ships in the trans-Atlantic service; four in the trans-Pacific trades; two in the Asia-Europe Express service; and one in feeder service in Asia. Of these vessels six are Atlantic Class, six are D9J's and one is a D6 ship.

Sea-Land's announcement said it seeks to put these vessels under the ship registry of the Republic of the Marshall Islands, an independent nation with a population of 41,000 made up of a series of 32 atolls in the West Pacific Ocean.

12 Others Considered

Sea-Land's remaining 12 U.S.-flag ships in the interna-

10 SIU Co.'s Win Bids To Run 68 RRF Ships

Ten companies that have collective bargaining agreements with the SIU were awarded contracts from the Maritime Administration (MarAd) to manage 68 Ready Reserve Force (RRF) vessels located across the country. As a result, the unlicensed crewing needs of these vessels will be met by Seafarers.

A total of 14 companies were awarded contracts for the 92 ships in the federal agency's RRF fleet which is kept in an advanced state of readiness to meet surge sealift needs when requested by the military. The contracts range from two-and-a-half to a full five years.

SIU-contracted companies whose bids were accepted, along with the number of ships they will manage, include: All Marine Services (3), American Overseas Marine (10), American President Lines (11), Apex Marine (5), Bay Ship Management (8), International Marine Carriers (8), Inter-ocean Management (7), OMI Corp. (10), Stapp Towing Company (2) and U.S. Marine Management (4).

During Operation Desert Storm/Desert Shield in 1990-91, MarAd called to active duty a total of 79 RRF vessels to carry materiel to U.S. forces overseas. The ships were crewed by U.S. citizens.

The companies whose bids were accepted are responsible for maintaining, activating and operating the vessels. The ships must be capable of activation within five, 10 or 20 days, as

determined by the Navy.

The RRF fleet primarily consists of roll-on/roll-off vessels, container ships, bulkers, tankers, freighters and military support ships. They are tied up in various ports around the country on the Atlantic, Pacific and Gulf coasts.

Other companies that received bids were Farrell Lines, Marine Carriers (USA), Marine Transport Lines and Mormac Marine Transport.



IMC's *Cape Flattery* is one of eight RRF ships the company will manage and operate under a contract with the Maritime Administration.

List of Vessels To Be Managed By SIU Companies

In the awarding of MarAd contracts to manage and operate Ready Reserve Force Vessels to U.S. shipping companies, the agency selected 10 enterprises which have collective bargaining agreements with the SIU. That means, should the need arise -- either from reserve operating status (ROS) or an activation of any kind -- Seafarers would crew the following ships:

All Marine Services	Chesapeake Shoshone
Pioneer Crusader Pioneer Contractor Pioneer Commander	IMC Cape Florida Cape Flattery Cape Farewell Grand Canyon State Gem State Keystone State Austral Lightning Green Mountain State
American Overseas Marine	IOM Gopher State Flickertail State Cornhusker State Diamond State Equality State Cape Bon Northern Light
Cape Juby Cape Johnson Cape Nome Southern Cross Santa Ana California Cape Lambert Cape Lobos Wright Curtiss	OMI Corp. Cape Catoche Cape Carthage Cape Clear Cape Cod Cape Canaveral Cape Canso Cape Chalmers Cape Mohican Cape Mendocino Cape May
American President Lines	Stapp Towing Mission Buenaventura Mission Capistrano
Jupiter Cape Isabel Cape Inscription Comet Meteor Cape Breton Cape Blanco Cape Bover Cape Borda Cape Gibson Cape Girardeau	USSMI Lake Scan Pride Cape Catawba
Apex Marine	
Gulf Shipper Gulf Trader Gulf Merchant Gulf Banker Gulf Farmer	
Bay Ship Management	
Mount Washington Mount Vernon Petersburg American Explorer American Osprey Polomac	

tional trades carry U.S. military cargo under contract to the U.S. government. Sea-Land's statement said it "may file for approval of foreign registry for some of those vessels."

Sixteen of the company's containerships are engaged in the domestic trades in service to Alaska, Hawaii and Puerto Rico and, by law, must be operated under the U.S. flag.

News reports of the liner companies' reflagging request said that of APL's seven ships up for foreign registry, five were built in 1988 and two in 1980.

In addition, APL said it will apply to operate under foreign registry the six vessels the company is currently having built in German and South Korean shipyards.

Continue the Fight

SIU President Sacco, in a public statement on the reflagging moves, said that "any time there is a danger of a loss of American-flag ships and a consequent loss of American jobs it is cause for deep concern not only to seamen but also to the nation as a whole."

He added, "The answer to the maritime industry's problems is still a comprehensive approach that will result in programs that will provide the United States a viable, balanced U.S.-flag fleet which serves the national interest."

"The SIU is committed to continuing to work in that direction. We think there is the wisdom and the motivation in this country to attain a comprehensive U.S.-flag fleet. In short, we cannot envision an America without a visible presence on the high seas," Sacco said.



The *Cape Cod* is one of 10 RRF vessels operated by OMI Corp.

Giant Grain Interests Step Up Attacks On Cargo Preference

Legislators from agricultural commodity producing states and the giant multinational grain interests are continuing their attacks on cargo preference, the law of the land which allocates a certain percentage of government-impelled cargo to U.S.-flag vessels.

The broadsides on U.S.-flag shipping began shortly after President Clinton announced at an April summit with Russian President Boris Yeltsin a \$1.6 billion aid package to assist the people of Russia. Of that amount, \$700 million was set aside in grain and food credits through the U.S. government's Food for Progress program. The president announced cargo preference laws would apply to the Russian aid package.

In the face of the vehement attack, valiant efforts are being made by a number of representatives and senators to shed light on the self-serving nature of the commodity giants' opposition to cargo preference. At a House Merchant Marine Subcommittee hearing on cargo preference, the

president of the North American Export Grain Association (NAEGA), which represents 40

'One can only wonder what multinational agribusinesses should be called for stuffing their pockets with billions upon billions of U.S. taxpayers' dollars.'

— Rep. Helen Bentley, referring to agricultural subsidies received by giants grain companies

multinational agribusinesses, was called to task for his comments critical of the law and the U.S.-flag merchant fleet. (See accompanying story below.)

The House subcommittee hearing came a day after the Senate past a non-binding resolution urging the cost to carry cargo preference aid be no more than double the competitive world market rates. (U.S.-flag vessels are forced to pay the cost of delays in Russian ports caused by a lack of cargo storage locations,

and other related problems. All other foreign vessels have contracts where the Russian government pays for the delays.)

The chairman of the Senate Merchant Marine Subcommittee, John Breaux (D-La.), attempted to quickly rally support against the late-night amendment, numbered 497, which was offered by Senators Hank Brown (R-Colo.) and Charles Grassley (R-Iowa) during the debate on the Clinton budget package for Fiscal Year 1994.

Buy Lowest-Priced Grain

"If the argument is we should ship at the lowest possible price at all times, should we not buy the grain at the cheapest price, no matter where it comes from?" asked Breaux. "Should we not buy wheat in China and use taxpayers' dollars to do that and then give it to the new Russian republics? I suggest most people would not think that is a good idea."

Added Senator Paul Sarbanes

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House Panel Exposes Greed Of Int'l Commodity Traders

The June 23 hearing on cargo preference legislation by the House Merchant Marine Subcommittee turned into a session where representatives of both political parties exposed the multinational agribusinesses and their Washington mouthpiece, the North American Export Grain Association (NAEGA), of wanting more government largess at the expense of the U.S.-flag merchant fleet.

"If the name of the game in all of our humanitarian aid programs and such activities is to maximize how much food gets delivered to country A, B or C, we wouldn't necessarily be buying only American grain to supply the needs of country A, B or C," Representative Herb Bateman (R-Va.) told Steve McCoy, NAEGA's president.

"We would buy it on the international marketplace where it was available cheaper," continued Bateman, who serves as the ranking minority member of the subcommittee. "But I suspect the American farm community and the grain dealers would very strongly resist our buying Australian wheat or Brazilian soybeans or the rest."

"I resent very much hearing representations of the American merchant marine community as being 'Welfare Queens of the Sea' coming from people whose livelihood is more deeply affected by the things the United States government does for them and on their account than anything the United States government does or has been doing in a long, long time for this merchant marine," concluded the con-

gressman who represents the Norfolk, Va. area.

Representative Helen Delich Bentley (R-Md.) questioned a statement made by McCoy during a House agriculture hearing on cargo preference a week earlier when he said NAEGA is "a simple little trade association."

"It is my understanding that NAEGA has about 40 members including all of the biggest multinational grain houses and some of the biggest companies in the world," Bentley told him. "The largest grain houses are owned by some of the richest companies in the world."

Farm Subsidy Recipients

After McCoy told the congresswoman that none of the foreign interests involved with NAEGA benefitted from "foreign aid paid for by the American taxpayers," Bentley stated, "Mr. McCoy, think of what you're saying!"

Later, she noted that of the \$3.7 billion paid by the Export Enhancement Program between 1985 and 1991, \$688 million went to NAEGA member Cargill and \$503 million to French-owned and NAEGA member Louis Dreyfus Corp. (The Export Enhancement Program was created in the 1985 farm bill to make American agricultural commodities competitive with subsidized food products grown and produced in the European Community and other nations.)

Bentley then asked McCoy if any of the NAEGA members owned foreign-flag vessels. After he said he did not know, Bentley waved from the dais an eight-page list of vessels she said were



Rep. Helen Bentley (R-Md.) offers the House Merchant Marine Subcommittee an eight-page list of foreign-flag vessels owned by members of NAEGA.

owned by companies affiliated with NAEGA. She asked McCoy to supply a list to see if the number of ships he would record matched hers.

Taylor Notes Difference

After listening to McCoy's testimony that Congress ought to change cargo preference laws, Representative Gene Taylor (D-Miss.) said he did agree with the NAEGA president on that one point. Then, the congressman stated where they differed, "I think Congress ought to change the law and require 100 percent of our products be shipped on American-flag carriers."

Representative Alcee Hastings (D-Fla.) urged Congress to "give everybody a level playing field and let American-flag vessels carry this grain," while Representative Bart Stupak (D-Mich.) added that the government "owes it to the merchant marine industry and also the U.S. taxpayers to make sure (cargo preference) laws are fully executed."



Vice Commander Wallace Sansone (right), of the Military Sealift Command, tells a House subcommittee that cargo preference laws helped make sure the U.S. had adequate sealift to fight the Persian Gulf war. Listening is Acting Maritime Administrator Joan Yim.

Bill Advanced by Panel Prohibits Foreign Ships In 1-Day Cruise Market

Legislation to ban foreign-flag vessels that sail in and out of the same U.S. port offering one-day gaming cruises is before the full House of Representatives following action by the House Merchant Marine and Fisheries Committee on June 30.

The United States-Flag Passenger Vessel Act of 1993 (H.R. 1250) was marked up without amendments and sent to the full House. (Mark up means the legislators prepare the bill for action by the next highest chamber, in this case the full House of Representatives.) The SIU, joined by the American Maritime Officers (formerly District 2-MEBA) and the International Association of Masters, Mates and Pilots, testified in favor of the bill during a hearing in March.

In presenting the bill to the full panel, Committee Chairman Gerry Studds (D-Mass.) noted, "H.R. 1250 creates jobs for U.S. shipyards and jobs for American seagoing workers. It also makes sure that foreign-flag vessels which transport millions of U.S. citizens every year are subject to full safety inspections by the Coast Guard."

Phase-Out Provisions

H.R. 1250 would phase out all existing foreign-flag passenger vessels engaged in "cruises-to-nowhere." It calls for the ships in the trade to be U.S.-flagged, U.S.-built and U.S.-owned.

On a daily basis, more than a dozen ships leave ports—primarily in Florida and California—on one-day voyages into international waters where gambling is legal,

then return that evening without stopping at another port.

The bill would close loopholes in the Passenger Vessel Act of 1886 and the Jones Act of 1920 that have allowed the U.S. Customs Service to declare such voyages as legal. (Yet, the same federal agency has ruled that charter fishing boats sailing into international waters, but returning to the same port without stopping, must be U.S.-built, U.S.-owned and U.S.-flagged.)

If enacted, H.R. 1250 would phase out all foreign-flag ships in the market as of March 9, 1993 by the latter of January 1, 2000 or 15 years after the date the ship was built or underwent a major conversion. They will be able to stay in operation past January 1, 2000 only if American citizens are employed on board, a U.S.-flag vessel with at least 75 percent of the passenger capacity does not enter the same market or the vessel is not sold.

Americans Should Benefit

When he offered the bill to the Congress, Representative Gene Taylor (D-Miss.) called the cruise-to-nowhere industry "a sham." During the mark-up session, he added American citizens "are the market. We ought to get the benefits."

Adding his support to the legislation was Representative Jack Fields (R-Texas), who pointed out, "These voyages being conducted exclusively by foreign-owned, foreign-flagged and foreign-manned cruise ships represent a significant economic growth potential."

Seafarers March with UFCW Strikers



Seafarers from the port of New York march in the UFCW Local 1262 picket lines during the union's recent strike against area grocery store chains. Pictured above (left to right) are Seafarers Jack Caffey Jr. and Robert Gorbea with UFCW members Carole Graves and Mike Natoli. The strike was settled June 17.

Runaway Registries Serve as Conduits for Alien Smuggling

More and more, the nation is learning of the key role of runaway-flag ships in aiding criminal syndicates to pull off smuggling operations moving thousands of people seeking a life in the U.S. The recent surge of attempts to smuggle Chinese nationals into the United States has spotlighted the issue of runaway-flag shipping and pointed out how these unregulated, lax ship registries serve as useful tools to international outlaws and criminals.

Since 1991, 24 vessels—the majority of which are from runaway registries—carrying thousands of would-be illegal immigrants have been intercepted on U.S. shores. This year alone, the U.S. Coast Guard has stopped nearly 2,000 immigrants from the Far East. Many others successfully make it into the U.S. without being caught.

The most recent case to hit U.S. newspaper headlines is the *MV Golden Venture*. Other notable, recent incidents involved the *East Wood* and the *Manyoshi Maru* (see additional stories, this page).

In these smuggling operations which have been caught by U.S. law enforcement officials, investigations have been hampered by



Illegal immigrants huddle in blankets in the morning chill on a New York beach after reaching shore from the freighter *Golden Venture*, which ran aground in the pre-dawn hours of June 6, 1993. A human wave of illegal Chinese boat people is finding its way to U.S. shores, where the immigrants apply for asylum.

AP by Michael Albans

the loose and unregulated style of runaway registries. In the case of the *Golden Venture*, the U.S. Coast Guard had to follow a trail which involved a flag switch and vessel name change in the middle of a trip.

While the U.S. court system is attempting to prosecute the perpetrator of these illegal traffickers of human lives, often those ultimately responsible are too hard to find, hidden behind layers of agencies and front companies, all located in different countries. Often, the easiest target for law enforcement officials are the crewmembers of these vessels, who themselves come from different countries than those of the ship registry or the ship's owners.

For the smugglers, the trafficking of illegal aliens is big business. In most cases, the people being transported pay thousands of dollars to Asian or Mexican smuggling syndicates. Smugglers often charge as much as \$20,000 to \$50,000 per person for a one-way trip, forged passport and strategic advice on what to do if caught.

The travel accommodations hardly are commensurate with those "fees." Often, the immigrants live in slave-like conditions while aboard the runaway-flag ships, suffering from malnutrition, dehydration and severely unsanitary surroundings.

Even if the immigrants arrive in America and find work, they might spend years trying to pay off their debts to the smugglers. Many illegal immigrants sell their personal belongings in order to post small deposits for the voyage to America; once in the U.S., they become virtual indentured servants, living in slums while the vast majority of their earnings goes to the smugglers.

Anyone who falls behind on the payments faces grave consequences. As reported last month in the *New York Times*, the smugglers employ enforcers who beat laggards. Sometimes, the enforcers take another route: abducting the aliens and holding them until relatives from overseas pay ransoms. Often, the debtors are tortured until payment arrives.

For example, in late May authorities discovered more than 50 illegal Chinese immigrants huddled together in a New Jersey warehouse. The Chinese were being held there until relatives produced \$25,000 to \$30,000, the *Times* reported.

Flag-of-convenience registries were dubbed runaway registries by American maritime unions in the 1940s because of their use as a device for shipowners to pay a nominal fee to an agency designated by a non-maritime nation seeking to raise revenue and thereby escape from a maritime nation's safety regulations, procedures and inspections, tax laws and higher wages paid to crewmembers.

Part of that escape is accomplished through the ease of involving several nations in the operation of one vessel, thereby creating red tape and enforcement difficulties for authorities.

Smugglers Try Mexico

The problem is not limited to U.S. coasts. Reacting to the Coast Guard's stepped-up efforts to catch smugglers in U.S. territories, the syndicates have tried to exploit Mexico by unloading the illegal immigrants there, then providing ground transportation to America. The *Journal of Commerce* recently reported that officials from the State Department, Coast Guard and Immigration and Naturalization Service all have confirmed that Asian crime syndicates are using Mexico (and possibly Central America) in this manner.

The paper quoted a U.S. border patrol spokesman as saying that from October 1992 to late last month, there have been 400 detentions of undocumented Chinese citizens at the San Diego frontier, compared with only 34 during the first 10 months of last year.

Mexico has tried to battle this problem, but is handicapped by lengthy coastlines and limited resources. As a result, President Clinton recently announced plans to work more closely with officials in China and Taiwan to combat the situation.

Runaways: A Big Part of the Problem

Long known as a vehicle to escape taxes, safety laws and other protective regulations, flag-of-convenience registries are part of the root of the recent spate of immigrant smuggling. As demonstrated in several recent incidents on both U.S. coasts and in Hawaii, runaway-flag ships are the most popular means of transportation to America for the aliens—whose "travel agents" in the syndicates are criminals.

If the immigrants knew how unsafe many runaway ships are, they might never come aboard. Indeed, a marine insurers group in London reports that of its most recent 133 inspections of runaway ships, only 21 vessels passed the first time around. That means an 84 percent failure rate, or five out of every six.

Golden Venture's Grounding Spotlights Runaways' Role

If nothing else, the grounding of the *MV Golden Venture* last month at a New York City beach helped point out to millions of Americans that their country is being besieged by smuggling attempts launched from runaway-flag ships.

When the foreign-owned, runaway-flag freighter inadvertently stopped in the nation's unofficial media capital, plenty of reporters and cameramen arrived to capture the harrowing scene. It consisted of almost 300 undocumented Chinese immigrants—some wearing business suits, some wearing only underwear—huddled on the shore, soon to be picked up by federal authorities. Eight other would-be immigrants had died trying to swim to shore; the whereabouts of five others were (and remain) unknown.

The *Golden Venture*, a rusting, 150-foot freighter with a Burmese and Indonesian crew, began its voyage from Thailand in February bearing Panamanian registry and the name *Tong Sern*. Ninety Chinese emigrants were aboard at that time.

One month later, the Indonesian-owned ship changed names and had its registry trans-

ferred to Honduras. The vessel then stopped in Kenya to pick up 200 more Chinese nationals.

According to published reports, the ship was supposed to rendezvous with an unidentified vessel somewhere in the Atlantic, whereupon the immigrants would switch ships. When no other ship arrived, a crewmember who turned out to be the agent of a Chinese crime boss tied up the captain, took command and ordered the *Golden Venture* to New York.

Soon after the grounding, Americans through news reports got a taste of the lives of illegal immigrants travelling aboard runaway-flag ships. The Chinese told authorities they had paid syndicates thousands of dollars apiece so they could experience the American dream. Photos showed the incredibly cramped, foul quarters where the Chinese had lived throughout the four-month voyage—during which time they subsisted on one meal a day and little water in grossly unsanitary conditions.

The captain and 10 of the other 12 crewmembers have been charged in this incident, which still is under investigation.

Recent Cases of Runaway Ships Used in Human Smuggling Operations

While the saga of the Honduran-flag *Golden Venture* last month made national headlines, it hardly is the only recent incident involving the attempted smuggling on flag-of-convenience registered vessels, of Chinese illegal immigrants into the United States.

Here are a few other noteworthy examples:

- In December, the freighter *Manyoshi Maru*—Japanese-owned but registered under the flag of Honduras—was seized in the San Francisco Bay as it prepared to unload its human cargo. The Immigration and Naturalization Service discovered that 180 undocumented Chinese had been kept below decks during a 42-day voyage from China.

- Partially because the Chinese's living conditions were so bad—the cargo holds where they dwelled were liberally strewn with vomit and human waste—the case drew the attention of several federal agencies. The ship's Indonesian captain last month was sentenced to two years in federal prison for conspiring to smuggle illegal aliens into the U.S. The eight other crewmembers received lesser sentences, and none of the Chinese has been returned home.

- Last month, a pair of fishing vessels—including the China-owned, Honduran-registered *Chin Lung Hsiang*—allegedly attempted to bring 300 aliens to the San Diego area. A grand jury has indicted five men on charges to smuggle, transport and conceal undocumented Chinese.

- Also last month, indictments were handed down in the case of the vessel *Pai Sheng*, which allegedly dropped off nearly 200 Chinese near the Golden Gate Bridge. The ships have been seized, and most of the undocumented Chinese have been taken into custody.

- The *Pai Sheng* flies the Taiwanese flag, yet the vessel holds Honduran documents and is managed via a company in Hong Kong.

- In January, a Panamanian-flagged vessel owned by a company in Hong Kong failed in its attempt to smuggle 500 Chinese nationals into Hawaii. The Coast Guard, aided by the SIU-crewed *Patriot*, discovered the runaway flag *East Wood* dead in the water 1,500 miles southwest of Hawaii. The *Patriot*—first on the scene—performed a search-and-rescue; a Coast Guard vessel later escorted the *East Wood* to a U.S. Army base on Kwajalein Atoll in the Marshall Islands.

A federal grand jury in Honolulu has issued an indictment against a person believed to be in charge of the smuggling operation, and a trial is scheduled to begin this month. Among the issues to be resolved are whether a hijacking took place (as alleged by *East Wood* crewmembers); if two missing crewmembers were thrown overboard by the alleged hijackers; and if the captain or crew were involved in the botched smuggling operation.

Crew Proud of Sleek New 220-Foot Alton Belle II

Seafarers have nothing but praise for the new Alton Belle Riverboat Casino and the Alton Landing. The new boat, known as the *Alton Belle II*, began sailing in early June after the barge which houses the *Alton Landing* was moved into position.

The addition of the riverboat and barge provided many new



Deckhand John Hargis sweeps water off the deck after an afternoon thunderstorm.

jobs aboard the casino which is docked in the Illinois town located approximately 20 miles north of St. Louis.

The SIU will continue to represent crewmembers aboard the new riverboat and barge as it has since 1991, shortly after the casino operation began. The new crewmembers will join other SIU members working as officers and deckhands, food and beverage service employees, galley workers, ticket sales-people, reservationists, housekeepers, cashiers and maintenance workers.

Crewmembers Are Excited

New SIU member, Deckhand Vincent Gibbs, told a reporter from the *Seafarers LOG*, "I love the new *Alton Belle* and the union. I've never met such nice people in both the employees and the visitors. Everyone works so good together. We're like a big family. There is always praise for doing a good job and that really makes you feel good."

Constructed in Jacksonville, Fla., the sophisticated new riverboat features a sleek, aerodynamic look and is 55 feet longer and slightly wider than the original riverboat casino. The new design allows up to 1,400 passengers to ride at one time, which triples the old riverboat's capacity. The 220-foot craft features three decks for gambling,



The *Alton Belle II* is 220 feet long and features three decks for gambling, sit-down bar areas and a deli. The design of the riverboat allows up to 1,400 passengers to ride at one time.

sit-down bar areas on all three decks and a deli.

"I love the *Alton Belle II*. I have a lot of seetime already and I am working toward getting licensed. I really enjoy my job here," said Deckhand Jeff Newton, a new crewmember having just served six years in the U.S. Navy.

Landing Is Enlarged

The *Alton Belle II* docks at the SIU-crewed *Alton Landing* barge, which is a two-deck barge

featuring the Piasa House restaurant, buffet and bar for passengers to use before and after cruises. It also includes a snack-bar, cocktail lounge, gift shops and guest services.

Piasa House steward department worker Pamela Fry described herself and SIU member Sheila Pennell as the "jacks of all trades" in the galley. Fry and Pennell do everything from making snacks to preparing gourmet meals for the passengers of

the *Alton Belle II*. Pennell has been a union member since the employees voted in 1991 to be represented by the SIU for purposes of collective bargaining. She is in the process of applying for upgrading courses at the Lundberg School.

"I'm really excited about upgrading. I've heard a lot of good things about the school" she noted.

Continued on page 23

Construction Commences On New Paddlewheeler



The *American Queen* is scheduled to begin service by April 1995.

The SIU-contracted Delta Queen Steamboat Company plans to have its newest and most elaborate paddlewheel steamboat—the *American Queen*—in operation by April 1995.

Last month, at a steel-cutting ceremony in New Orleans, the company celebrated the start of construction of the 420-foot, six-deck vessel which is being built at the McDermott, Inc. shipyard in Amelia, La. at an estimated cost of \$60 million. Like its sister ships, the *Delta Queen* and the *Mississippi Queen*, the *American Queen* will cruise the Mississippi and Ohio rivers as well as several of their tributaries.

The *American Queen* is the first steam-powered riverboat built in the U.S. in almost 20 years. Able to accommodate 420 overnight passengers, it is the largest overnight passenger vessel built in the United States since the *SS United States* in 1953.

The new boat's plans call for plenty of modern amenities, including a swimming pool and

elevators. But the designers' goal "is to create a boat that relies more on charm than on glitz," the steamboat company said in a statement. Designers will create a late 19th-century look for the paddlewheeler, which will be built with a covered deck utilizing swings and rocking chairs.

An antique steam engine that originally drove a dredge called the *Kennedy* will propel the *American Queen's* 60-ton paddle wheel.

Other features of the new boat include:

- A showroom and lecture hall designed to look like a miniature opera house,
- A design which will allow passengers to observe the engine room at work,
- 206 suites and staterooms,
- An all-steel welded hull and superstructure.

The project will employ more than 500 shipyard workers and subcontractors for nearly two years.

After a Year-Long Fight to Save Ship

Queen Mary Reopens with Fanfare

Several hundred people turned out to celebrate the reopening of the Queen Mary Seaport on June 23 in Long Beach, Calif. While everyone there seemed enthusiastic about the ceremony, members of the United Industrial Workers (UIW) who were in attendance rightfully cheered a little louder and took more satisfaction in the event than did most others.

The UIW, which is the SIU's industrial division and which represents the workers aboard the *Queen Mary*, waged a year-long grassroots campaign to prevent what once seemed an inevitable overseas relocation of the historic liner-turned-hotel.

The union's efforts—such as packing city council meetings, demonstrating, collecting signatures for petitions and other activities—were rewarded late last year when the City of Long Beach bought the vessel and subsequently approved a five-year lease



Joseph Prevratil, president of the foundation which operates the *Queen Mary*, credited the SIU and UIW for helping save the ship.

authorizing the not-for-profit RMS Foundation, Inc. to operate the luxury liner. Locally renowned businessman Joseph Prevratil—who formerly operated the *Queen Mary* during its most profitable days—is president of RMS Foundation.

"A year ago, things looked bleak for the *Queen Mary*," Prevratil said at the ceremony. In recounting the successful battle to save the ship, he added, "I'd like to acknowledge the Seafarers Union and the UIW, who were tireless [and were] at every harbor commission meeting and every

QUEEN MARY SEAPORT GRAND OPENING JUNE 23, 1993



SIU Secretary-Treasurer John Fay addresses crowd of well-wishers at bow of *Queen Mary*.

city council meeting."

More than 400 UIW members are employed at the Queen Mary Seaport, which covers 55 acres and includes the hotel, numerous restaurants and shops both aboard the *Queen Mary* and at the adjacent Queen's Marketplace village, a new ride and game area for children, and other features. The number of employees is expected to increase steadily now that the complex—Long Beach's major tourist attraction—has reopened.

SIU Secretary-Treasurer John Fay, one of the speakers at the ceremony, noted the "textbook cooperation between labor and management" which helped save the vessel.

Dozens of other dignitaries also attended the ceremony, in-

cluding British Consul General Merrick S. Baker-Bates, RMS Foundation Chairman of the Board Dr. Robert Gumbiner and other city and state officials.

Business had been brisk since the *Queen Mary* partially reopened in February and jumped dramatically the weekend following the grand reopening. More than 12,000 people showed up at the *Queen Mary* on Saturday, June 4, and more than 13,500 others were there on the following Sunday. Both days' numbers surpassed a decade-old record of approximately 11,000 visitors.

In mid-April, the *Queen Mary* was placed on the National Register of Historic Places. The ship sailed from 1936 to 1967. It also served as a troop carrier during World War II.



From left, UIW Representative Irma Lerma and UIW members Irma Ramirez, Margaret Alvarez and Linda Jefferson enjoy the *Queen Mary's* grand opening.

Btu Tax Defeated in the Senate As Congress Works on Budget

The Senate failed to adopt the Clinton administration's proposal for a tax based on the energy content of fuel, known as British thermal units (Btu), following an intense lobbying effort by the Seafarers, maritime interests and other energy users.

The Btu tax was included in the administration budget package as a means of reducing the deficit. The House of Representatives approved the tax when it passed the proposed Fiscal Year 1994 budget. However, the Senate rejected the idea.

'Destroys Tanker Fleet'

In a joint communication to members of Congress, SIU President Michael Sacco—along with John Stocker, president of the Shipbuilders Council of America, and Jack Goldstein, president of OMI Corp.—pointed out the Btu tax would hurt all of the U.S.-flag maritime industry. Concerning the U.S.-flag tanker fleet, they wrote, "The Btu tax would destroy the domestic tanker fleet by dramatically increasing its fuel costs while exempting the fuel of international vessels with which it directly competes."

They demonstrated how two identical tankers—one plying the domestic trade from a Gulf refinery, the other sailing from a Caribbean port and both heading to the same northeastern U.S. port—would travel basically the same mileage. Yet, with a Btu tax in place, the fuel costs for the domestic vessel would be \$26,000 more than the one sailing from the international port for the voyage.

In addressing the interests of the fishing industry, Sacco wrote in a letter to the members of the Senate Finance Committee that U.S. fishing boats would bear an unfair burden under the proposed tax. "Since foreign fishermen would not be subject to the same tax, it will create a noncompetitive market resulting in increased imported seafood products," he noted. "Additionally, it creates an unequal trading climate as many foreign governments subsidize the fuel of their private, commercial fishing fleets."

In passing their own version of a deficit-reduction plan, the Senate instead created an additional 4.3-cent-a-gallon tax on all

fuels with no mode of transportation being exempted.

Other Taxes Considered

Both the House and Senate plans also deal with increases in income taxes for individuals making more than \$115,000 a year and couples earning more than \$140,000 annually, a jump in the top corporate tax rates, taxes on social security benefits and much more.

Because of these differences as well as others in the two bills, the House and Senate will form a conference committee to create an overall deficit-reduction plan. Under the rules of the Congress, the conference committee members can adopt all of what the House approved (including a 50-cent-a-gallon inland waterways fuel tax), all of the Senate's package, parts of both or nothing from either and create their own funding formula.

The union will stay vigilant for any proposals coming from the committee that will affect the membership and the maritime community. The committee is expected to complete its work by late July or early August.

Just for the Halibut



Bosun Clifford Perreira caught this halibut while the *Overseas Juneau* was anchored in Prince William Sound waiting to berth in Valdez, Alaska. The fish was 65 inches long and weighed 140 pounds. The crew has enjoyed numerous meals of fresh fish cooked by Steward Ray Garcia and Chief Cook Andy Campollo.

Jobs for Drugs — Another Major Flaw in NAFTA

The following article by Gus Tyler is reprinted from *The Forward*, a weekly news publication. Mr. Tyler is a veteran trade unionist and a writer specializing in economics as it affects America's working class. He serves now, and has for many years, as assistant to the president for the International Ladies' Garment Workers Union.

Keeping Latin American cocaine out of the United States has been difficult. If the North American Free Trade Agreement is ratified, control of the drug flow will be impossible.

That is the conclusion of senior U.S. officials who oversee drug enforcement. In a report released to the National Security Archives, a private group that uses the Freedom of Information Act to make public what would otherwise be secret, an official source warns that drug traffickers "intend to maximize their legitimate business enterprises within the U.S.-Mexico free trade agreement."

Here's how it works: Colombian drug lords buy *maquiladoras*, factories that assemble component parts of products that originate in the United States. The usual rules of international trade do not apply to *maquiladoras*: No tariff is paid on the component parts entering Mexico; virtually no tariff is paid on the finished product entering the U.S. By law, the finished product may not be sold in Mexico. The finished products are carted to the American border and then transferred to trucks that distribute them in the U.S. If the North American Free Trade Agreement goes through, these products will be transported into the U.S. in Mexican trucks with Mexican drivers.

The Colombian drug cartels see a rare opportunity to move their wares into the U.S. via Mexico. By ownership of the factories and the trucks, they can conceal their filthy poisons in both the finished products and the vehicles that carry them freely across the border.

The report unearthed by the investigators notes that smug-



Gus Tyler

glers are buying up factories as "fronts for drug trafficking." Trucks will have to pass border inspection, of course. But, realistically, any attempt to do a thorough examination of trucks and the cargo they carry would be impossible. Right now, border guards cannot give more than five minutes to checking on a truck's cargo. Under NAFTA, with trucks free to cross national lines, the traffic would be far too heavy for any agency to check the unimpeded flow of cocaine into the U.S.

Until recently, the main argument against NAFTA has been that it would lead to the export of jobs from here to Mexico. In the light of the recently revealed report, however, there is an equal danger: the import of narcotics, in massive quantities, from Mexico to the U.S.

Ironically, neither the export of jobs nor the import of narcotics shows up in official statistics. The contracting of assembly jobs out to Mexico and the moving of machinery and equipment from the U.S. to Mexico are counted as "exports," not of jobs but of American-made products. And the imports of narcotics go unreported because they do not pass through official trade channels. Meanwhile, these invisible processes are wrecking our economy and ruining our physical health, and are certain to do so even more virulently under NAFTA.

IUOE President Hanley Declares Proposed Bill Caters to Greed

While stating the North American Free Trade Agreement (NAFTA) would be bad for the American economy and work force if it were enacted, Frank Hanley, president of the International Union of Operating Engineers (IUOE), proposed scrapping the treaty for one between the U.S., Canada and the European Community.

Hanley made his proposal during an address at the annual union-management conference at the University of Notre Dame on June 11. The conference brings together representatives from both the trade labor movement and business to discuss and debate issues affecting the U.S. economy.

"Profits are a corporation's primary goal," Hanley said. "And that is all well and good, provided the goal is attained through fair, equitable and humane means. NAFTA does not meet those criteria."

Thousands Lose Jobs

Hanley referred to studies that NAFTA would cost 500,000 Americans their jobs, while creating, at best, 200,000 new jobs in the U.S. "You still end up losing 300,000 American jobs, and that is unacceptable under any circumstances," he told the conferees.

He pointed out a *Wall Street Journal* poll of U.S. companies that noted 24 percent of those polled would use the threat of job loss created by NAFTA to hold down U.S. wages. "The list could go on and on of well-known U.S. companies that have fled to Mexico, leaving their American workers high and dry—all in the name of increasing profit margins, all seemingly oblivious to the social and economic turmoil they left in their wake."

Calling the move to Mexico a "greed motive" used by U.S.

companies to take advantage of cheap Mexican labor, Hanley asked, "Has anybody seen a difference in the showroom price of that GM car produced in Mexico and the one produced in Detroit? Or the Zenith TV set made in Matamoros (Mexico) or the one from Springfield (Mo.)?"

Low Level Wages

Hanley, who also serves as a vice president of the AFL-CIO (the national federation of American unions), said U.S. factory workers averaged \$16.17 an hour in 1992 according to government statistics, while Mexican workers made around \$2.35 an hour. Yet, Mexican workers working in American-owned plants located just south of the U.S.-Mexican border (known as *maquiladoras*) earned even less—\$1.64 an hour.

"We're talking a lowest level where wages are about one-tenth of ours, where the minimum wage is about 68 cents an hour, where labor leaders are thrown in jail for insisting on contracts that displease employers, where the rich and powerful routinely ignore the laws of the land," Hanley said of Mexico.

Free Trade Alternatives

Presently, the Clinton administration is trying to amend NAFTA with side agreements that would include health and safety standards, wage protections and environmental guidelines not included when the Bush administration completed its work on the package. Members of Congress, who can only ratify or defeat NAFTA as presented to the body without being able to amend it, have said they would not approve the trade agreement as it is written.

As an alternative, Hanley offered a North Atlantic free trade agreement, which was presented by AFL-CIO President Lane



Frank Hanley

Kirkland earlier in the year.

A free trade agreement between the U.S., Canada and the European Community "would expand America's trade and business opportunities without dragging down the wages and working conditions of U.S. and Canadian workers," Hanley told the conference.

"Rather than harm U.S. and Canadian workers, as the agreement with Mexico would, a North Atlantic free trade agreement would benefit these workers. It would create a link with countries that enjoy high wages, strong consumer purchasing power and high standards of living."

Hanley pointed out a North Atlantic free trade agreement should incorporate the social charter used in the formation of the European community. That social charter set standards for equal work, vocational training, freedom of association and the right to collective bargaining which improved wages and working conditions for workers in Spain and Portugal to levels found in other European nations.

Flooding Hampers Navigation on Mississippi River

Operations along the Mississippi River are coming to a halt as flooding on the upper portion of the river has reached record levels.

The high waters have forced several SIU-contracted companies to alter plans until the river and its tributaries return to their banks.

As of July 1, rain was continuing to fall in the region with more storms predicted through July 4. Locks and dams along the river began closing in late June until all were shut down in the 500-mile stretch between St. Louis and St. Paul, Minn.

The Army Corps of Engineers, which operates the series of locks, and the Coast Guard closed the river to pleasure boaters as well because of the dangerous currents and debris floating in the river.

"We have stopped all activity on the river," noted Coast Guard Petty Officer Keith Richter, who is based in St. Louis. "We do expect the Missouri and Illinois rivers to rise but not to dangerous levels. Both of those rivers and the Ohio still are open for navigation."

He added the Mississippi was expected to crest in St. Louis at 39 feet on July 7, provided no more rain fell in the region. The mark is only four feet under the record of 43 feet which occurred in 1973.

Orgulf Boats Tied Up

A total of six Orgulf boats were tied up in the upper Mississippi. Four of them—the *Dave Carlton*, *Peter Franchi*, *Bob Labdon* and *Ed Renshaw*—are at various points on the river waiting for locks to re-open. The *Talbot* was docked at Lansing, Minn. while the *Enterprise* waited in St. Paul.

Five more Orgulf tugs tied up in Paducah, Ky. because of the flooding. These vessels included the *Twin Cities*, *Geary*, *Irene Chotin*, *Justin Rogers* and *John Yeager*. Meanwhile, the lower river tug *McDermott* docked in Reserve, La. until upper river traffic and commerce resumed.

St. Louis Port Agent Joe Sigler said Orgulf operations may not get back to normal before mid-July.

Along the lower portion of the river, the SIU-contracted Delta



Barges stand idle in the flooding Mississippi River in St. Paul, Minn., putting a halt to shipping on the river.

Queen Steamboat Company was in the middle of its annual race from New Orleans to St. Louis between the *Delta Queen* and *Mississippi Queen*. The schedule called for the riverboats to arrive in the Missouri city on July 4.

Finish Line Moved

However, the high waters and strong currents caused the pair to finish the contest in Ste. Genevieve, Mo., approximately 50 miles south of St. Louis.

Operations aboard the SIU-

crewed *Alton Belle Riverboat Casino* had not been hampered by the high waters and rain, according to Port Representative Patti Rogers. Despite being located 20 miles upstream from St. Louis, the casino boat was able to maintain its sailing schedule. No flooding had been reported in Alton, Ill. as of press time.

Commercial traffic had returned to normal following the spring rains and thaw shortly before the latest flooding began.

Spokesmen for the Corps of Engineers said they expect the Mississippi to crest all along the upper river at the highest readings ever recorded, including more than 22 feet in Davenport, Iowa.

Secretary of Agriculture Mike Espy was inspecting the area the week of June 28 to determine if the river and farmlands should be declared a disaster area. Besides the Mississippi, flooding was reported along the Missouri River.

Crowley Tug Samson Plies Delaware River

SIU member Andrew Smith reports "no problems at all" aboard the Crowley Towing and Transportation tugboat *Samson*.

Smith, who sails as a mate aboard the 115-foot tug, describes the work aboard the *Samson* as "smooth. We have a good crew; everyone pitches in to get the job done," says the 15-year member of the Seafarers.

The *Samson*, built in 1966, escorts barges along the Delaware River in Philadelphia and in nearby areas. The boat has a weight of 190 gross tons.

The *Samson's* five crewmembers were among the Crowley employees who recently voted on

a new three-year contract that increases wages and benefits. The members overwhelmingly approved the contract, which took effect July 1 of this year and runs until June 30, 1996.

Crowley tugs and barges operate coastwise, deep sea and harbor duty in the Atlantic and Pacific oceans and in the Gulf of Mexico from terminals in Philadelphia, Lake Charles, La., Wilmington, Calif., Jacksonville, Fla. and Puerto Rico.

Crowley Towing and Transportation is based in Jacksonville. The company is a subsidiary of Crowley Maritime, based in Oakland, Calif.



Mike Stephens, chief engineer, makes adjustment below deck as tug readies to escort a barge.



Andrew Smith, mate, reports to the wheelhouse to begin the *Samson's* next assignment.



View from the *Samson's* bow shows a Crowley barge it and another tug assisted into port.



Richard Jervas, cook/deckhand, has been an SIU member for eight years.

Gulf and Atlantic Harbor Boatmen Ratify New Contracts with Crescent, McAllister

SIU boatman sailing aboard harbor tugs in ports along the Atlantic and Gulf coasts are sailing under new three-year contracts. The pacts with both Crescent Towing and McAllister Towing included wage and benefits increases.

After the union negotiating committees ironed out the details of each accord, the contracts were submitted to the SIU members associated with each company for review and ratification. In both cases, Seafarers voted in the new three-year pacts.

The Crescent contract covers ship docking tugs in New Orleans (where the company is based), Mobile, Ala. and Savannah, Ga. According to New Orleans Port Agent Joe Perez, negotiations were conducted over a two-week period.

Delegates to the talks included Captain Joe Carlson, Engineer Paul Von Bodungen and Deckhands Junior Hebert, Tommy White and William S. Judd Jr. from New Orleans. Representing the membership in Savannah was Deckhand David Watford. Taking part in the negotiations from Mobile were Captain Peter Burns, Engineer James Johnson and Deckhand Jimmy Lee.

While one contract covers all three ports for Crescent, separate pacts between the SIU and McAllister were negotiated for the ports of Philadelphia, Baltimore and Norfolk, Va.

Dave Heindel, SIU assistant vice president for the Gulf Coast, reported the negotiations for all three ports took one month to complete.

Delegates elected to participate in the Philadelphia negotiations were Captains Richard Role and Gary Koshland. Involved in the Baltimore talks were Captain Gregory Lukowski, Engineer Joseph Zorbach and Deckhand



Meeting after completion of negotiations for the new Crescent contract are (standing, left to right) Captain Joe Carlson, Consultant Jim Martin, SIU Port Agent Joe Perez, SIU Vice President Gulf Coast Dean Corgy, Engineer Paul Von Bodungen, SIU Patrolman Steve Judd, Deckhand Junior Hebert, Deckhand William Judd Jr., Crescent Supervisor Eddie Pinner and (seated) Crescent Vice Presidents Arthur Kulp and Charles Andrew.

Robert Machinski. Representing the boatmen from Norfolk were Captain Emmett DeRusha, Mate

Robert Walker, Engineer Johnnie Trotman and Deckhand Marvin White.

Seafarers Who Are Also Fishermen Should Contact SIU Headquarters

Seafarers who earn additional income by commercial fishing during periods ashore may find this extra source of revenue endangered by government plans which will limit access to some of the nation's fisheries. The SIU is working with Seafarers in this position who have contacted headquarters to try and protect their right to fish commercially.

It would be helpful to the SIU, in making its case to the government agencies which manage fisheries and determine fishing rights, if it had more detailed information on how many Seafarers are engaged in fishing activity as a seasonal occupation.

The SIU has long been working to ensure that the commercial

fishermen it represents have their interests protected in the government's fisheries management process, which often rides roughshod over the needs and concerns of the men and women who earn their livelihoods harvesting seafood.

Seamen who also work as fishermen are urged to contact the union's commercial fishing division so that the SIU can be brought fully up-to-date on the impact of fisheries management decisions on their activities and to provide any assistance possible in these matters. Those seamen who also work as commercial fishermen should contact Shaun Gehan at the SIU's headquarters, 5201 Auth Way, Camp Springs, MD 20746; (301) 899-0675.

TRANSCOM's Chief Inspects Union's Paul Hall Center

The head of the U.S. Transportation Command conducted an inspection of the Paul Hall Center for Maritime Training and Education on May 24.

Air Force General Ronald Fogelman toured the facility as well as talked with Seafarers upgrading in various courses at the Harry Lundeberg School of Seamanship.

Fogelman took the reins of the Transportation Command, also known as TRANSCOM, in August 1992. In that position, he oversees the military organization that controls the movement of U.S. troops and their equipment and supplies, which includes U.S.-flag merchant vessels chartered to carry such materiel.

Upgraders at the Lundeberg School performed special demonstrations of their skills on the Hagglund crane and in the computerized shiphandling simulator. The general also sat in on a hazardous materials safety class where students learn how to prevent and deal with oil spills while at sea.

As he toured the union's manpower facility located at the center, Fogelman received an explanation of how it worked around the clock during Operations Desert Storm/Desert Shield to make sure SIU crews were available to man military-chartered commercial vessels as well as Ready Reserve Force, fast sealift and other ships used during the Persian Gulf conflict.



General Ronald Fogelman, head of the U.S. Transportation Command, observes a hazardous materials safety course taught to Seafarers at the union's training facility, the Lundeberg School.

G&H Boatmen Aim for Operators' Licenses



Once upgrading is completed, G&H boatmen will perform their newly acquired skills on tugs like the *Juno*.

Eight Seafarers who are employed by G&H Towing, as well as three SIU members employed by other companies, are studying for their uninspected towing vessel licenses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Final testing is scheduled to take place during the week beginning July 11.

Instructors at the Paul Hall Center designed the course to best meet the needs of all members. The five-week curriculum was

preceded by a week of training and testing in firefighting, first aid and CPR.

In the towboat operator course, the members—who currently sail as ABs—receive extensive, hands-on training as well as written materials covering navigation and piloting, emergency procedures, federal regulations including oil-pollution regulations, watch-standing requirements, weather, chart work and more.

"It's a good course," said 23-

year-old Terry Walker, who lives in Houston. "It can get a little hectic at times, because there's a lot to cover. But with a little extra studying, it all comes together."

Walker, who had not been to the Paul Hall Center previously, also commended the location and facilities of the Lundeberg School.

Bill Hadley, 26, described the towboat operator course as "very in-depth. I'm sure this will leave us well prepared for the future, including any future upgrading we do."

Another member of the class, Jacques Mouttet, said he appreciates the way the instructors have designed the course so the boatmen are able to maximize their time at the school. "That whole idea is excellent," said Mouttet, 35, who was born in the West Indies and now resides in Corpus Christi.

The other members who are taking the course are: Paul Carlton, John Maxey III, Jerry McPeak, Lawrence Roth and Thomas Tinsley. The course is being taught by Jim Brown.



Members of the towboat operator course are (from left, first row) John Maxey III, Jerry McPeak, Jacques Mouttet, (second row) Herman Rohman, Jim Brown (instructor), Lawrence Roth, Bill Hadley, Thomas Tinsley and John N. Weirauch.

UIW Asst. VP Huber Succumbs to Cancer

Joseph Huber, an official with the SIU-affiliated United Industrial Workers (UIW) for more than 20 years, passed away June 29 as a result of cancer. He was 52.

Brother Huber became a UIW representative in 1970. For the past 12 years, he served as assistant vice president of the UIW's Great Lakes Region—a position to which he most recently was re-elected at the union's convention in April. He worked in the Columbus, Ohio area throughout his career with the UIW.

"Organized labor has lost a hard-working, honest man," said SIU President Michael Sacco, who also is president of the UIW. "Joe Huber was a friend to working people."

Bill Dobbins, vice president of the UIW's Great Lakes Region and a longtime friend and colleague of Huber's, described him as "dedicated to helping not only our membership, but also others



Joseph Huber served as assistant vice president of the UIW's Great Lakes Region.

in our community. Joe was extremely active as a volunteer in community services. He was one-in-a-million, and we're going to miss him."

A funeral mass for Brother Huber took place in Columbus on July 3. His family requests that in lieu of flowers, donations be made in Joseph Huber's name to Charity Newsies, 716 South High Street, Columbus, Ohio 43206.

Tug Oglethorpe's Fast Action Saves All Hands and Wings

Joe the Rooster knew something was fouled up when the pushboat *Emily Bourg*, on which he is the mascot, scraped an object while the tug was entering the Kenner Bend, La. fuel dock and came to a stop.

Seeing water coming on board, Joe was afraid of becoming chicken soup. When he heard the tug's captain call for help, he was glad to see the SIU-crewed *General Oglethorpe*, and not Col. Sanders, come to the rescue.

The *Bourg* was sailing into the fuel dock near New Orleans, when it ran across the barge. The

Bourg was unable to move and was taking on water when it issued an emergency call.

The *General Oglethorpe* was in the vicinity. Captain Joe Carson brought the Crescent tug close enough for Deckhand Bret Mattei to throw a line to the *Bourg*. With Engineer Sal Macaluso watching over the diesel, the *Oglethorpe* then pushed the *Bourg* to the shore.

Deckhand Charles Messmer, who provided the *Seafarers LOG* with the photos below, reported everyone—including the *Bourg*'s mascot—reached land safely.



Above, Deckhand Bret Mattei secures a line from the *Oglethorpe* to the *Bourg*. Below, safely aboard the Crescent tug, *Bourg* mascot Joe the Rooster watches the action.



IMC Tanker Provides Wiper Vogt With Chance to See the World



Giving the thumbs-up after docking in Anacortes, Wash. are OS Jake Jacobson (left) and Bosun Anthony Zizzo.

Wiper David Vogt discovered the *Sealift China Sea* was a wonderful learning opportunity, both about sailing and sightseeing. "We traveled to Korea, Okinawa, Guam, Hawaii, California and Washington," the 22-year-old SIU member told a reporter for the *Seafarers LOG*. "It was wonderful. I saw a lot and learned a lot from a great, experienced crew."

Vogt, who graduated as a trainee from the Seafarers Harry Lundeberg School of Seamanship in 1989, had high praise for Recertified Bosun Anthony Zizzo. "He really was in charge and looked after everyone. He

made sure all of us knew what we were doing and there were no problems."

Besides handling his job in the engine room, Vogt was asked by two crewmembers to provide an additional duty. AB Errol Pak and Chief Steward Louise Martin Pak signed on in Hawaii when the vessel was returning to the U.S. from the Far East. The Seafarers were married a month earlier and failed to bring a camera on board.

"They were lucky enough to land a job on the same vessel at the same time," Vogt recalled. "So they asked if I would take some pictures of them on the ship

and when we were able to go ashore. The crew congratulated them when all of us found out they had just been married."

In Vogt's four years with the union, the Seattle native has sailed in all three departments. He plans to upgrade to fireman, oiler, watertender this fall at the Lundeberg School.

The *Sealift China Sea* has no regular run under its military charter with IMC. It primarily carries jet fuel and other petroleum products along the West Coast. It also makes an occasional voyage to Hawaii and Asia.



AB Errol Pak and Chief Steward Louise Martin Pak were married a month before signing on the *Sealift China Sea*.



Preparing baking sheets in the galley is Chief Cook Willie Gomez.



The IMC-operated tanker *Sealift China Sea* lies at anchor outside Anacortes, Wash.



Catching a view of the Golden Gate Bridge is Wiper David Vogt, who provided the *Seafarers LOG* with these photographs.

Osaka—A Rest Stop for Aries Crew

For SIU crewmembers preparing to join the *LNG Aries*, the Hotel Royal in Osaka, Japan was a welcome sight after the better part of a day flying from the United States.

The hotel serves as a staging area for Seafarers signing on the LNG vessels that dock in the nearby port of Sanbuka. The SIU members were from various ports in the U.S. Those getting ready to board the *LNG Aries* gathered there recently to spend the night before a company agent took them the next day to meet the ETC vessel.

"After that long flight, it's good to be able to relax, get adjusted to the new time zone and get a good night's sleep before heading for the ship," Bosun Ulus S. Veach noted. "Also we're able to catch up on the activities of fellow members who are returning to an LNG ship after some time at home."

Once the crew leaves the hotel, the agent picks them up in a van and escorts them to the dock area. Although the port is approximately 30 miles away, an individual cab ride would cost more than \$100 because of the tolls and high cost of gas on the island nation.

At the port, the Seafarers still have several hours of work ahead before climbing the gangway. All members must clear customs and immigration in Japan. Then, they are allowed to go to the ship and relieve those members signing off.

LNG vessels like the *Aries* carry liquified natural gas to Japan from refineries in Indonesia.



Bosun Ulus S. Veach uses the time in Osaka to adjust to the Japanese time zone.

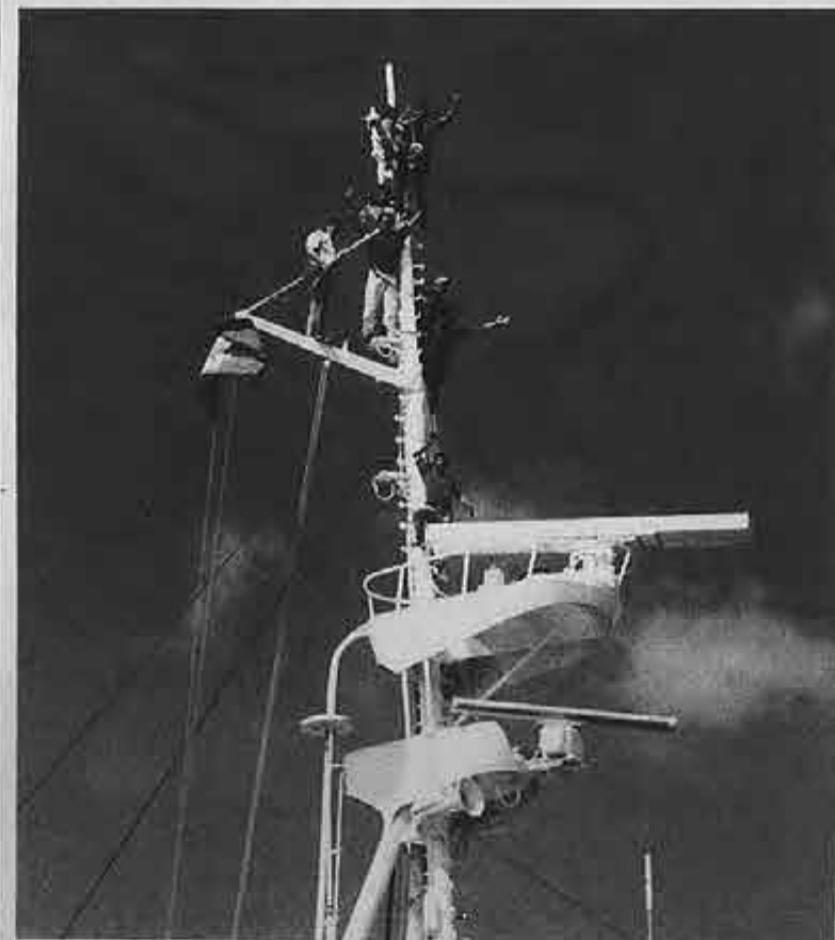


Catching up on activities from home are AB Lou Sorito (left) and QMED Charles Pomraining.



Waiting in the hotel lobby for the agent to pick them up are Chief Cook Udjang Nurdjaja (left) and Wiper Victor Serrano.

A Mast with a View



This photo was taken aboard the cable ship *Charles L. Brown* in Honolulu, Hawaii. Getting a bird's-eye view from the top are AB Victor Mariano, AB Joel Saul, AB R.J. Sagadraca, AB Jay Speer, AB Sam Tumala, Bosun C. Werner and AB Luis Balatbat.



NE Port Calls Are Time to Talk Union



Chief Steward Ekoh Doffoh reviews the patrolman's report for the *Inspiration*.

When an SIU-crewed tanker or containership docks in the vicinity of the hiring hall in New York, crewmembers can be certain of one thing: a union port representative will be waiting to meet the vessel.

It does not matter if the ship is docking at an oil terminal near Boston—like the *Overseas Vivian* recently did during a coastwise run—or at the container facility in Port Elizabeth, N.J.—as the *Sea-Land OOCL Inspiration* did at the end of May—an SIU official will be there to assist the crew.

Shipboard union meetings are held to answer any questions SIU

members may have concerning the contract, medical claims or vacation plan. Crewmembers are updated on what is happening within the union and the maritime industry. Finally, the representative will leave application forms for upgrading, the welfare plan and the vacation plan as well as the latest issue of the *Seafarers LOG*.

Because port time is brief, the union representatives try to help Seafarers maximize their time ashore. From handling a beef during a payoff to having the right form to file for a new union book, the port representatives try to assist in whatever way they can.



ABs Ron Paradise (left) and Mark Konokowski work on the bow of the *ITB New York* after it docked at Port Reading, N.J.



Chief Cook Greg Johnson of the *ITB New York* takes part in the shipboard meeting.



Ready to begin a union meeting on board the *ITB Groton* are (left to right) AB Ahmed Ahmed, Bosun Neil Matthey, AB Carlos Cortes and QMED Pumpman Andres Alerakei.



Listening to the discussion during the *ITB New York's* meeting are (left to right) QMED Pumpman Angel Mercado, AB Mark Konokowski and Bosun Sidney Wallace.



Catching up on the latest news in the *Seafarers LOG* are (left to right) DENU Sayed Amasha, Steward Gregory Melvin and OMU D. Campos aboard the *Overseas Vivian*.



Being updated on recent union news are (left to right) Bosun Mark Trepp, AB Oscar Lopez, AB James Porter and DENU Nathaniel "Bobo" Lamb aboard the *Sea-Land OOCL Inspiration*.



QMED Pumpman Andres Alerakei (left) reviews a welfare plan application with Steward/Baker Gerhard Schwarz aboard the *ITB Groton*.

Children Befriend Chief Cook Dyer As MV Patriot Unloads in Odessa

Chief Cook Mark Anthony Dyer returned to the United States talking about the new friends he met during a recent voyage aboard the *MV Patriot*.

"I was able to spend time with some children in Odessa," Dyer reported to the *Seafarers LOG*. "We may not have a common language, but smiles and kindness break through any barrier," he said after playing with them for hours.

The *Patriot* took on grain in Albany, N.Y. and Baltimore before setting off for the Black Sea port in April. The Vulcan Carriers vessel reached Odessa after 16 days of sailing. The ship was in port several days, which allowed Dyer and other crewmembers the opportunity to see the Ukrainian town. "We had a wonderful time seeing the town and meeting the people," the steward department member added.



Chief Cook Mark Anthony Dyer poses with some of the children he met when the *Patriot* docked in Odessa in April.

On the ship's return voyage to crew. According to Bosun James Houston, the galley gang put on a Memorial Day barbecue for the crew. According to Bosun James Blanchard, the fellowship was great and the food was even better.



The *Patriot* galley gang of (left to right) Chief Cook Mark Anthony Dyer, Chief Steward Walter Handson and SA Mohamed Ghaleb are ready to begin serving the Memorial Day barbecue.



AB Dan Carman knows work has to be done wherever the *Patriot* may sail.

Seafarers Pull Together To Bring Thayer Out For a New Sailing Season

Seafarers need only a few minutes to pull the *Paul Thayer* from its safe harbor in Toledo, Ohio into the Toledo River where the vessel will begin another season of carrying iron ore pellets, coal and stone to various ports around the Great Lakes.

The SIU-crewed *Louisiana*, a Great Lakes Towing tug, waits outside the anchorage for the signal from the Pringle Transit vessel to begin towing operations.

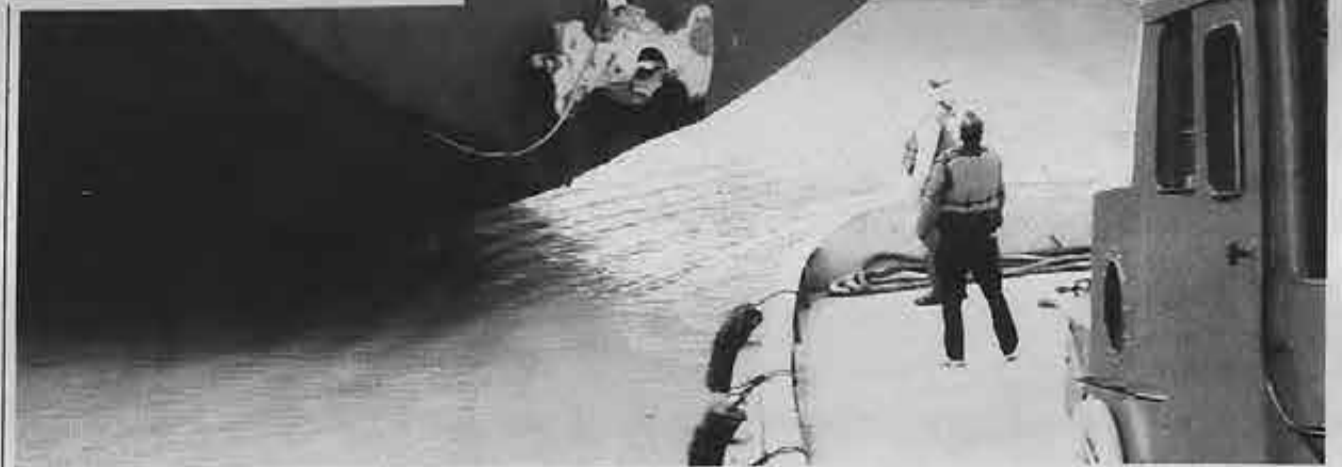
Meanwhile, deck department members, led by Bosun **Brett Fischbach**, have been in constant motion making sure safety gear is in place, the landing ladder is secure and all obstructions created by three harsh winter

months of inactivity have been removed.

Below, engine department Seafarers already have the diesels turning. Two weeks of preparations have paid off as the ship is ready to sail. The cargo holds and conveyor room are clean and prepared for the year's first load.

Finally, steward department members catch a glimpse of the outdoor action while they prepare the crew's first meal of the year on the Lakes.

The horn sounds and the *Louisiana* springs into action. The tug maneuvers through the inlet so Deckhands **Don Carl** and **Richard Gimpel** can handle the lines being tossed from the



Deckhands on the tug *Louisiana* await a line being thrown by crewmembers from aboard the *Thayer*.

Thayer. Once secured, the tug signals back to the 630-foot self-unloader that the tow is ready to begin.

The *Louisiana* takes the *Thayer* from its shallow inlet into the shipping channel of the Toledo River. There, the tug's deckhands release the lines and the *Thayer* is free to sail to Lake Erie and head for its first cargo-loading operation of 1993.



Bosun **Brett Fischbach** helps reposition the *Thayer's* landing boat.



Tie-up lines go slack as the *Louisiana* is ready to tow the *Thayer* from its winter berth.



Wiper **Ahmed Mused** moves an oil drum across the engine room.



The signal has been given, and Deckhands **Richard Gimpel** (left) and **Don Carl** spring into action on the deck of the tug *Louisiana*.



Deck department members wait for the signal, then begin reloading hose onto a reel on the *Thayer's* aft deck. Clockwise from the bottom are AB/Wheelsman **Walter Szelag**, AB/Wheelsman **John Kernohan**, AB/Watchman **Bob Evahold**, AB/Watchman **Leonard Scott** and Deckhand **Tom Hocking**.



Discussing a union matter with Algonac Patrolman **Ken Horner** (right) is Conveyorman **William Truax**.



Port Agent Steve Ruiz (right) wraps up a meeting with Crowley Seafarers (left to right) Mechanics Alejandro Vazquez, Felix Pas-sapera and Leoncio Cancel; Carpenter Pedro Figuroa and Captain Roberto Candelareo.

Non-Stop Action Keeps Crowley Members Busy in San Juan



Tankermen William Viust (center) and Melvin Cardoza (right) receive instructions from Supervisor Lino Colon.



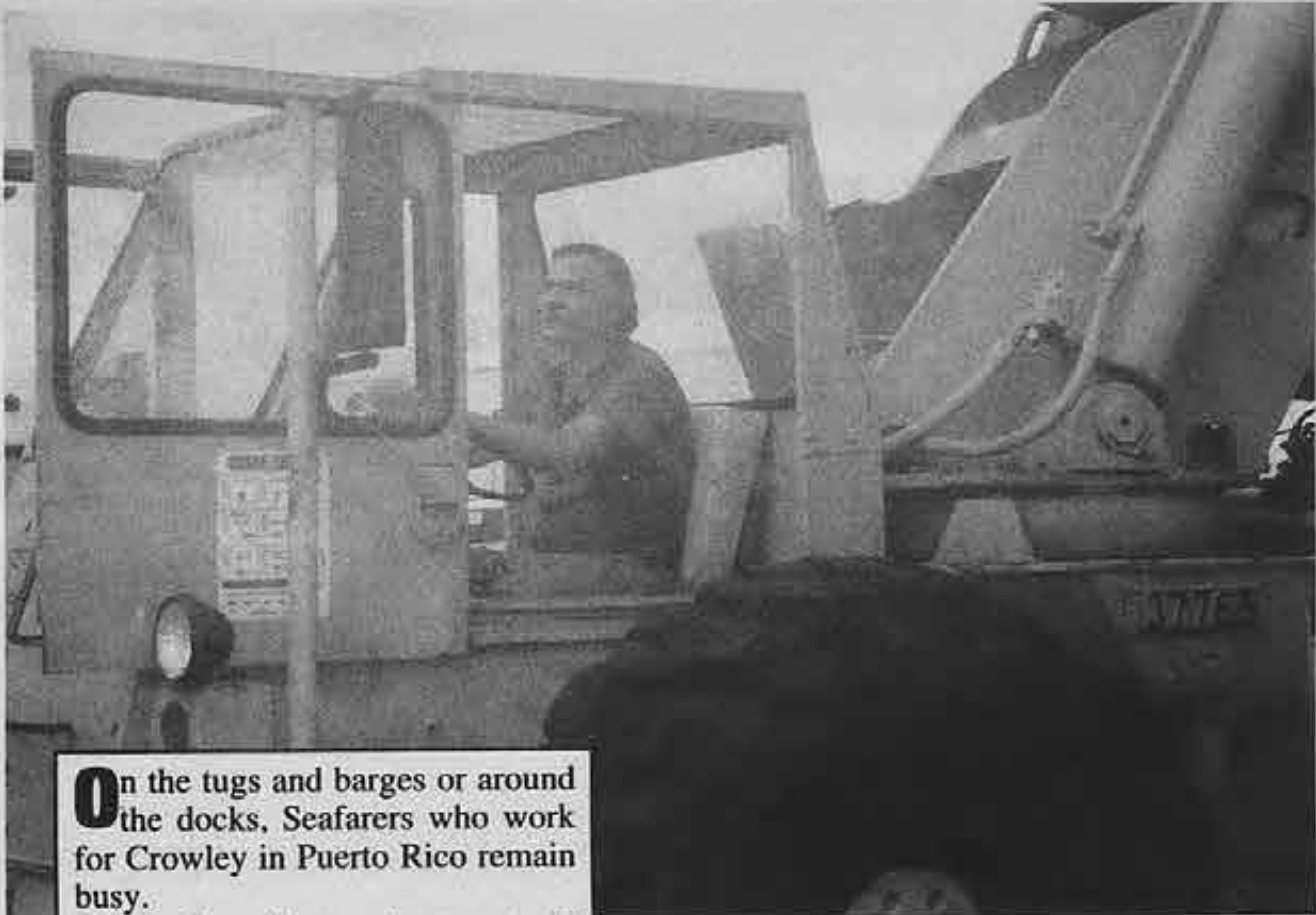
Ready to report to the dock are AB Roberto Robles, Mate Stephen Rivera and Shoreside Bosun Angel Charriere.



Checking the diesel on the tug *Sentry* is Chief Engineer Rick Cristofano.



Reviewing the day's assignments are (left to right) Port Captain Jose Crespo, Supervisor Angel Carrera and Chief Mate Noel Lopez.



Positioning a dockside crane is Mechanic Felix Pas-sapera.

On the tugs and barges or around the docks, Seafarers who work for Crowley in Puerto Rico remain busy.

"Work continues to be non-stop," San Juan Port Agent Steve Ruiz reported. "There is always something going on here."

Tugs, their barges and ships from the mainland serve as a lifeline to the Caribbean island.

SIU-crewed vessels sailing from Philadelphia, Jacksonville, Fla. and Lake Charles, La. transport containers loaded with commercial goods needed by the people on the island.

Crowley boats based in the San Juan-Santurce area assist in docking operations and other port functions as needed.

Also, other tugs are used to transport fuel barges along the coast of Puerto Rico as well as to the U.S. Virgin Islands and Central America.

SIU members at Crowley recently approved a new three-year pact that took effect July 1. The new contract increased wages and benefits for the members.



From left to right, Mechanics Alejandro Vazquez, Ivan Calderon, Miquel Vasquez and Leoncio Cancel report for duty.



Deck department members are among the faces seen at Crowley in Puerto Rico. From left to right are OS Jose Rivera, Captain Emerito Rivera, AB Tom Nealon and AB Roberto Robles.

Cooks Rafael Jovet (left) and Wooten Jackson prepare lunch on two tugboats.



Old Glory flies in the port of Klaipeda, Lithuania as (left to right) Bosun Bill Dean, PGM Fleet Support Manager Todd Johnson and the local agent prepare to go into town.

THE SIU-CREWED *Sugar Islander* delivered a big dose of friendship and comradery to children in two orphanages when the Pacific Gulf Marine (PGM) vessel docked in Klaipeda, Lithuania on June 14.

Besides the 25,000 metric tons of U.S.-government aid corn originally contracted to be sent to the port, the crew offloaded toys, clothing and medical supplies voluntarily donated and collected by PGM employees and New Orleans-area merchants.

Todd Johnson, fleet support manager for PGM, was in Klaipeda to oversee the port operations for the ship's first visit ever to the newly independent nation. He traveled with the crewmembers when they delivered the packages.

"This has to be the most touching thing we've ever been associated with," Johnson told the *Seafarers LOG* upon his return from the former Soviet-occupied nation. "It was truly a humbling experience."

Among the items delivered for the children by the *Sugar Islander* were badly needed cough syrups, vitamins, bandages, diarrhea medications and many more medical items that are very difficult for the orphanages to obtain.

"We at PGM were chatting among ourselves that it would be nice on the *Sugar Islander*'s first trip to show friendship from the American people to the Lithuanian people, so we decided to adopt two orphanages," Johnson recalled. "It was supposed to be an internal thing. But in eight days, the word spread around New Orleans and all kinds of people wanted to help. We took over more than \$10,000 worth of toys, clothes and supplies."

The deck crew led by Bosun Bill Dean watched over the items on the 19-day voyage to Lithuania. In their spare time aboard ship, Seafarers assembled the toys—including bicycles and tricycles—so they would be ready for the children upon arrival.

The crewmembers spent several hours at each orphanage playing with the children, ranging in age from a month to 9 years old. The galley gang, headed by Chief Steward Michael Thornton, provided ice cream and candy for the visits. Johnson said the success of the trips was noted by Captain James Nolen who said, "It looked like an M&M and ice cream bomb went off in the orphanages!"

The *Sugar Islander* is scheduled to return to New Orleans early this month to reload corn for another trip to Lithuania. Johnson said PGM already has collected a container full of items donated for the children in Klaipeda and expects more to arrive before the vessel sets sail.



Offloading the 25,000 tons of corn took only five days once the operation began.



Clockwise from upper left: Chief Steward Mike Thornton shows a child how to play with his new toy. • A child discovers a drive-through ice cream stand. • Children wait to receive their gifts. • Toys, clothes and medicines are ready for distribution. • Presenting a photo of the ship are (left to right) Capt. James Nolan, GUDE Kevin Moon and AB Charles McPherson. • Two boys enjoy their gifts. • GUDE Kevin Moon unpacks a tricycle at an orphanage. • Ice cream and candy prove to be a winning combination.



Sugar Islander Crew Delivers Supplies and Friendship to Lithuanian Children



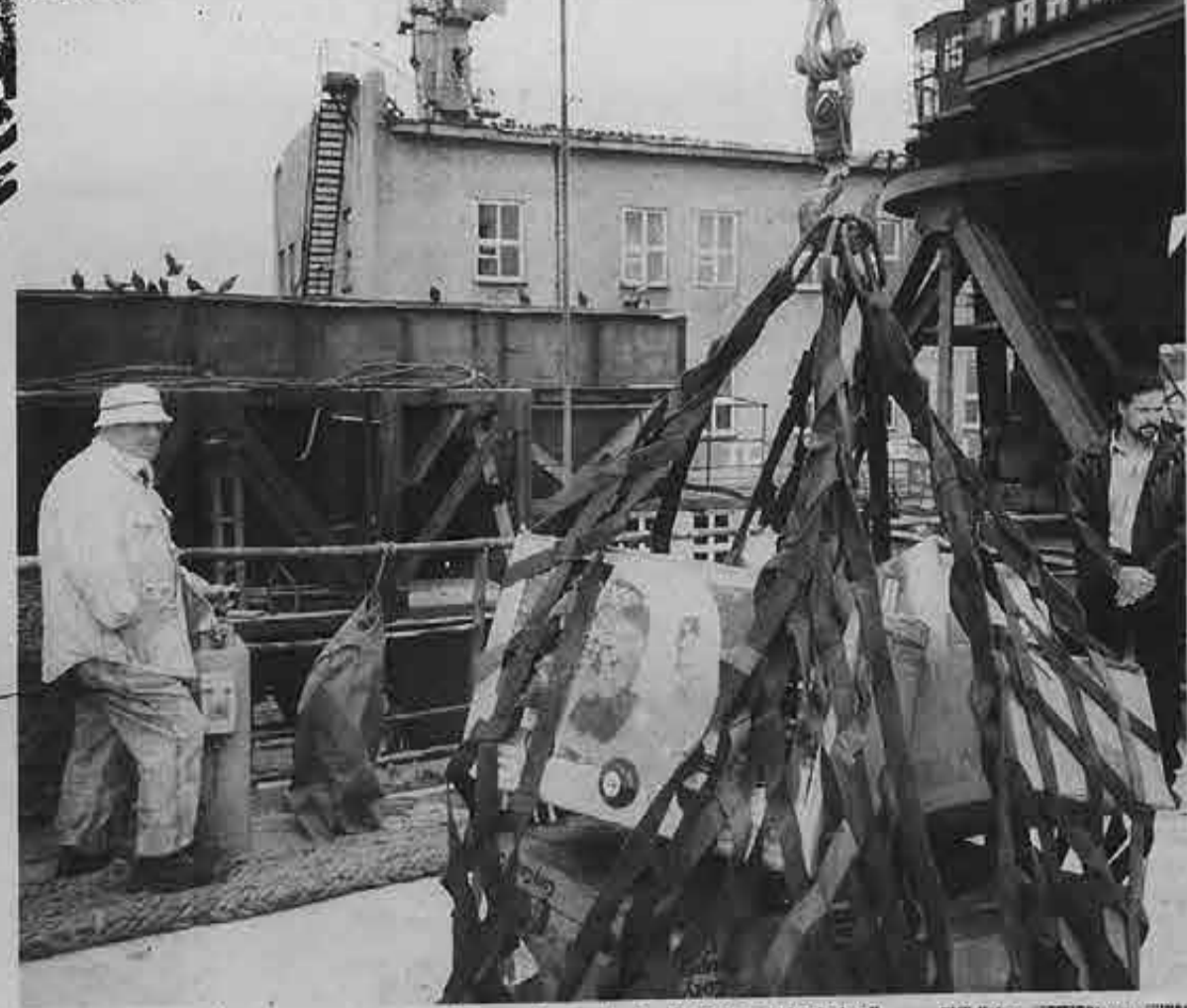
Meeting before the donated items are loaded onto the ship are (left to right) PGM Fleet Support Manager Todd Johnson, SIU Vice President Gulf Coast Dean Corgoy, PGM Chairman Capt. Peter Johnson and SIU New Orleans Port Agent Joe Perez.



Seafarers Charles McPherson (left) and Keith Bernard help load clothing onto the *Sugar Islander*.



The town square in Klaipeda lies empty three years after residents tore down the statue of Lenin that once occupied it.



Operating the winch to offload the donated goods is AB Gerard "Jake" Halligan. Watching the deck department member, who will be retiring upon his return to New Orleans, is Bosun Bill Dean.



Additional newspaper clippings from Klaipėda, Lithuania, including advertisements for 'VAKARŲ BANKAS' and 'Lietuvos jureivui! 15 metų'.

Avondale Yard Workers Vote For Representation by Unions

Continued from page 3

these votes were challenged by the NLRB because the voters did not appear on the voting eligibility list, according to Phil Miller of the New Orleans Metal Trades Council, the federation of unions which spearheaded the organizing effort.

What One Person Can Do

Since March, workers at Avondale, which is the largest private employer in New Orleans and one of the leading shipyards of the U.S., began organizing for union representation in earnest. The interest in the yard was sparked by the two-year campaign of Dick Creed, an Avondale worker who, along with his wife, handed out more than 35,000 leaflets urging his fellow employees to take action to seek better and fairer working conditions.

The Avondale employees' efforts to unionize were assisted by the eleven unions of the New Orleans Metal Trades Council of the AFL-CIO and the Seafarers International Union. Several rank-and-file union members volunteered their time to the organizing drive, among them scores of Seafarers.

Among those who assisted in the drive was Bob Milan, an SIU patrolman based in New Orleans. He said Seafarers helped hand out union leaflets at the shipyard gate every Tuesday and Thursday in the early morning and in the afternoon when employees were entering and leaving work.

Seafarers Active

Additionally, SIU members posted signs, met with Avondale workers when they were away from the shipyard, and, in the final two weeks leading up to the vote, manned a union information

boat. The 14-foot aluminum flatboat, owned and donated to the campaign by Seafarer Claudio Mazzaia, provided a way to reach employees working near the Mississippi riverfront during lunchtime.

"The company tried to make us go away. Some Avondale supervisors tried to sink our boat by throwing hunks of metal at us," Milan recalled. "But we just kept talking through our microphone—talking about what a union means to a worker."

Seafarers worked particularly closely with the Avondale employees known as ships' operators, according to Bob Milan. These employees, many of whom hold Coast Guard documents for shipboard positions and sail on Avondale-built ships in sea trials, demonstrated a great deal of guts, he said.

While Avondale management

tried a lot of tricks to scare the employees out of voting for a union, the operators, along with hundreds of others in the shipyard, "hung in there," Milan said. "They didn't lose sight of what the real issues were—job security, fair wages, a good medical plan and a safe working place."

Employee Ownership?

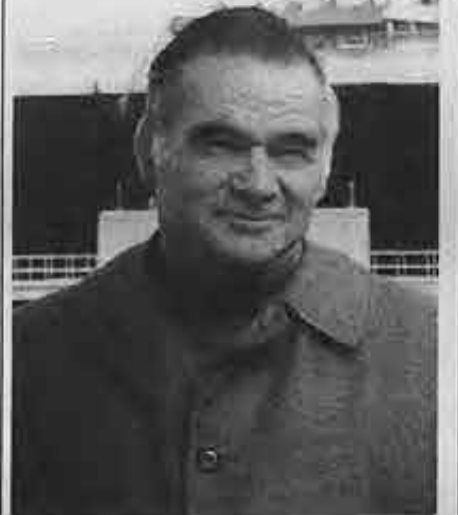
Among the Avondale workers' concerns were the use of the pension fund by management for a so-called employee stock ownership plan which had in reality little employee participation, the see-sawing wage scale, nepotism and favoritism shown by managers in hiring and promotion practices, the company medical plan which was based on a very high contribution from the worker and a very small one from the company and unsafe working conditions throughout the yard.

Since the election, Avondale has vowed to fight the vote. However, lawyers for the unions involved said they believe that when the challenged ballots are settled the employees' vote will remain strongly in favor of union representation.

Once the issue of the challenged ballots is resolved, the NLRB can certify that the employees selected union representation. Then, representatives of management and the unions involved can begin the process of negotiating collective bargaining agreements for the Avondale workers.

Under the auspices of the New Orleans Metal Trades Department, the following unions participated in the drive: the Boilermakers, Carpenters, Electricians (IBEW), Insulators, Iron Workers, Laborers, Machinists, Operating Engineers, Painters, Plumbers and Pipefitters and Sheetmetal Workers.

Former Union Rep Frank Boyne Dies



Dominic "Frankie" Boyne

Former SIU official Dominic "Frankie" Boyne died May 10 at the Olympic Alzheimer's Residence in Gig Harbor, Wash. Brother Boyne was 76.

Born in Liverpool, England, he served in the Army Transport Service during World War II. Brother Boyne joined the Seafarers in 1953 in the port of New York. He sailed in the deck department on vessels such as the *New Jersey*, *New York*, *Chickasaw*, *Madaket* and *Suzanne*.

When Boyne was not sailing, he toured the world as a wrestler. He competed in matches in Australia, New Zealand, England as well as in the United States.

Retired SIU official Ed Mooney sailed with Boyne on the *Cavalier* out of New York. "He had his black belt in karate and kept very physically fit," Mooney recalled.

Boyne came ashore in 1956 and began working his way up through the union. He served as an organizer in the port of Baltimore and then became a patrolman in ports all around the country and world including Boston, Houston, San Francisco, Philadelphia and Puerto Rico.

In 1966, Boyne was transferred to Yokohama, Japan to serve as assistant to the Far East representative, Pete Drews.

"He was a very colorful man who was popular with the membership. They simply adored him, and I believe that was the mystique of his personality," said Mooney.

In 1967, Drews left Japan and Boyne took over the position of Far East representative, covering areas such as Japan, Hong Kong, the Philippines, Singapore and Taipei.

"When Boyne walked down the dock, he had the crew in his right hand. He was always available night and day for members, and they knew it," Drews recalled.

Brother Boyne married Keiko Nakatagawa in Tokyo, Japan on June 3, 1976. She served as his secretary at the SIU hall until it closed in the early 1980s.

"Frank loved the union and his job. He was very proud to be a union officer. He went through a lot with the SIU in the early days of the union," Mrs. Boyne told a reporter from the *Seafarers LOG*.

Brother Boyne remained in Yokohama for 16 years, until the closing of the hall when he and his wife retired and moved back to the States. They lived in Grayland, Wash.

Brother Boyne was cremated and his remains were buried at Seafarers Haven in Valley Lee, Md.



Among the Seafarers who volunteered their time to assist Avondale employees obtain union representation are (left to right, front row) OMU Luigi Malta, SIU Rep Bob Milan, DEU Armando Medina, QMED James Stewart, AB Jeff Ball, AB Benny Guillot, (back row) DEU Lou Lawrence, DEU Darrell Callais, AB Joe Purcell, Pumpman James Lancaster, OS Joe Ordoyne and DEU Rogelois Castellanos.

Administration Repeats Cargo Preference Pledge

Continued from page 4

(D-Md.), "We did not provide the money to the Russians just to give them the money and say go buy the wheat on the world market. They could get more wheat on the world market for that money. We said you have to buy American wheat, and we also said you have to ship in American-flag ships."

On June 17, the House Subcommittee on Foreign Agriculture and Hunger conducted a hearing on cargo preference. Representative Helen Delich Bentley (R-Md.) was the only member of Congress out of a witness panel of three representatives and Sen. Grassley to testify in favor of the legislation.

Counters Senator's Charge

She countered Grassley's charge in which he called the U.S.-flag merchant industry "welfare queens of the high seas" by stating, "One can only wonder what multinational agribusinesses—like Cargill, ADM, Dreyfus, Ferruzzi, Toepfer, Richco, Mitsui, Mitsubishi and many others—should be called for stuffing their pockets with bil-

lions upon billions of U.S. taxpayers' dollars.

"This year alone, more than \$17 billion will be paid out in agricultural subsidies," the Maryland congresswoman added.

"The bottom line is greed, five letters G-R-E-E-D, pure and simple! Seventeen billion dollars is not enough for these sacred cows who feed at the public trough."

Bentley continued, "I want to set the record straight. I am not talking about the mom and pop farmer—the family farmers—of this country. I am talking about the companies I just mentioned—Ferruzzi, Louis Dreyfus and numerous others—which, like those I named, are foreign-owned and foreign-based."

Repeats Clinton's Pledge

Acting Maritime Administrator Joan Yim reiterated the Clinton administration's pledge to enforce cargo preference laws regarding aid to Russia.

In answer to Subcommittee Chairman Timothy Penny's (D-Minn.) call for the hearing, she

told the House panel that the Department of Agriculture and American farmers do receive benefits from cargo preference legislation.

"In paying for both agricultural foreign aid and the costs related to shipping it to the recipient nation, the American taxpayer supports the export of agricultural commodities, the readiness of our U.S.-flag merchant fleet for national emergencies and our nation's role in today's global economy. These are very important benefits accruing to the taxpayer which mutually benefit both U.S. agricultural and maritime interests," Yim stated.

Vice Commander Wallace Sansone of the Military Sealift Command told the subcommittee that cargo preference helps the U.S. maintain an active private merchant fleet, and much of the sealift available during the Persian Gulf war would not have been available without the program.

Both Thomas Mills, who testified on behalf of Liberty Maritime, and Jonathan Blank, speaking on behalf of OMI Corp., defended the higher shipping

rates charged by American-flag carriers to deliver grain to Russia as being out of the control of the shipping companies. Both pointed out that problems and delays in offloading at those ports force the U.S.-flag companies to include the cost of the delays. They said the contract signed between the U.S. and Russia calls for the U.S. to cover the costs in delayed offloading whereas Russia picks up the cost of delays for all other flags.

Responding to a question from Representative Robert Smith (R-Ore.) about the cost, Mills said, "When foreign port agents see a U.S.-flag vessel coming, they lick their chops."

After NAEGA's McCoy finished his testimony before the subcommittee, Representative Charles Rose (D-N.C.) noted the association had members with "a stake in foreign-flag vessels." He pointed out close to half of NAEGA's membership is foreign owned. Rose then asked if cargo preference was eliminated, would NAEGA's members cut their prices, but McCoy avoided the question.

Dispatchers' Report for Deep Sea

MAY 16 — JUNE 15, 1993

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	26	28	9	17	18	2	16	62	42	18
Philadelphia	2	8	1	0	9	0	1	4	10	7
Baltimore	4	13	1	4	14	0	0	8	17	2
Norfolk	14	17	6	17	17	7	6	23	16	9
Mobile	12	12	3	8	16	2	1	16	16	7
New Orleans	25	37	8	29	24	6	6	32	38	9
Jacksonville	31	20	4	19	20	4	10	48	45	9
San Francisco	22	25	9	16	23	1	8	53	48	14
Wilmington	18	18	3	16	12	1	8	31	30	10
Seattle	23	24	4	20	20	1	4	39	55	11
Puerto Rico	12	2	5	7	0	0	1	18	7	8
Honolulu	4	16	10	6	15	8	2	6	22	11
Houston	25	18	11	22	28	2	6	36	37	17
St. Louis	0	3	0	3	2	0	0	1	3	1
Piney Point	1	9	2	1	9	1	1	3	12	1
Algonac	0	2	0	0	1	0	1	0	1	0
Totals	219	252	76	185	228	35	71	380	399	134
ENGINE DEPARTMENT										
New York	25	20	4	12	12	1	8	44	35	5
Philadelphia	3	4	0	2	3	0	0	5	7	0
Baltimore	4	11	0	5	1	0	1	4	13	1
Norfolk	3	5	9	10	14	5	4	2	8	7
Mobile	10	8	0	3	12	0	0	21	15	1
New Orleans	18	19	8	13	12	4	3	28	24	9
Jacksonville	11	16	6	10	7	2	4	23	37	19
San Francisco	20	22	1	7	19	0	6	32	32	7
Wilmington	8	14	3	2	11	1	1	19	20	10
Seattle	13	15	1	9	15	0	4	27	23	7
Puerto Rico	3	3	1	7	3	0	1	11	2	1
Honolulu	4	12	4	2	10	6	6	5	14	3
Houston	15	18	1	8	13	1	5	26	30	6
St. Louis	1	1	0	0	3	0	1	1	1	0
Piney Point	2	12	0	0	4	0	0	5	27	0
Algonac	0	1	0	0	0	0	0	0	1	0
Totals	140	181	38	90	139	20	44	253	289	76
STEWARD DEPARTMENT										
New York	19	8	1	14	8	0	7	30	19	5
Philadelphia	0	1	3	0	1	1	0	1	4	4
Baltimore	4	1	0	3	5	0	2	4	1	0
Norfolk	9	10	2	9	8	0	2	7	6	3
Mobile	3	5	0	8	3	0	0	8	11	1
New Orleans	8	12	0	10	10	1	4	12	10	0
Jacksonville	16	7	1	9	2	0	4	21	12	4
San Francisco	39	16	1	19	4	0	6	85	32	6
Wilmington	7	4	0	12	1	0	2	18	7	1
Seattle	20	3	1	16	2	0	6	31	12	2
Puerto Rico	3	0	0	4	2	0	1	5	0	2
Honolulu	9	17	16	12	16	17	42	13	19	20
Houston	6	5	2	5	4	0	4	18	10	2
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	3	19	1	2	9	0	1	5	22	2
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	146	108	28	123	75	19	81	258	165	52
ENTRY DEPARTMENT										
New York	13	40	18	5	23	3	0	22	71	42
Philadelphia	0	1	5	1	1	2	0	1	3	6
Baltimore	2	10	3	0	8	2	0	4	7	3
Norfolk	7	20	4	4	22	6	0	6	28	11
Mobile	2	13	1	2	12	0	0	1	23	4
New Orleans	8	24	8	9	22	4	0	9	37	19
Jacksonville	3	17	5	3	8	2	0	5	40	12
San Francisco	20	23	7	14	5	1	0	41	58	31
Wilmington	3	8	7	1	6	0	0	12	19	18
Seattle	5	17	7	6	14	4	0	12	24	16
Puerto Rico	7	6	5	3	5	0	0	10	12	10
Honolulu	4	52	111	7	60	130	0	9	69	134
Houston	3	12	5	5	11	2	0	6	22	9
St. Louis	0	2	0	0	0	0	0	0	4	0
Piney Point	1	24	1	0	32	1	0	1	19	3
Algonac	0	0	0	0	1	0	0	0	1	0
Totals	78	269	187	60	230	157	0	139	437	318
Totals All										
Departments	583	810	329	458	672	231	196	1,030	1,290	580

* "Total Registered" means the number of men who actually registered for shipping at the port last month.
 ** "Registered on the Beach" means the total number of men registered at the port at the end of last month.
 A total of 1,557 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,557 jobs shipped, 458 jobs or about 29 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From May 16 to June 15, 1993, a total of 196 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 18,926 jobs have been shipped.

August & September 1993 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point
 Monday: August 2, Tuesday: September 7*
**changed by Labor Day holiday*

New York
 Tuesday: August 3, September 7

Philadelphia
 Wednesday: August 4, September 8

Baltimore
 Thursday: August 5, September 9

Norfolk
 Thursday: August 5, September 9

Jacksonville
 Thursday: August 5, September 9

Algonac
 Friday: August 6, September 10

Houston
 Monday: August 9, September 13

New Orleans
 Tuesday: August 10, September 14

Mobile
 Wednesday: August 11, September 15

San Francisco
 Thursday: August 12, September 16

Wilmington
 Monday: August 16, September 20

Seattle
 Monday: August 23*, Friday, September 24
**changed by Paul Hall holiday*

San Juan
 Thursday: August 5, September 9

St. Louis
 Friday: August 13, September 17

Honolulu
 Friday: August 13, September 17

Duluth
 Wednesday: August 11, September 15

Jersey City
 Wednesday: August 18, September 22

New Bedford
 Tuesday: August 17, September 21

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

Personals

THOMAS FRANCIS A. MURPHY
 Please contact your daughter, Frances Murphy Tew, at 3621 BeBee Point Drive, Theodore, AL 36582.

BROOKLYN NAVY YARD WORKERS
 Karen Adelson of the Public Broadcasting System would like to interview anyone who worked at the Brooklyn Navy Yard between the years 1941 and 1945 for an upcoming documentary. Please contact her directly at (212) 663-5008.



**Seafarers International
Union Directory**

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

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

ALGONAC
520 St. Clair River Dr.
Algonac, MI 48001
(313) 794-4988

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

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

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

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

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

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

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

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

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

NEW YORK
675 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, 1993

Port	CL—Company/Lakes			L—Lakes			NP—Non Priority		
	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	9	2	0	22	3	0	35	9
ENGINE DEPARTMENT									
Algonac	0	13	4	0	30	3	0	15	6
STEWARD DEPARTMENT									
Algonac	0	2	1	0	8	3	0	6	1
ENTRY DEPARTMENT									
Algonac	0	10	4	0	0	0	0	24	17
Totals All Departments	0	34	11	0	60	9	0	80	33

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

Dispatchers' Report for Inland Waters

MAY 16 — JUNE 15, 1993

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	3	0	0	3	0	0	40	2	0
Gulf Coast	2	4	21	1	4	6	6	3	24
Lakes & Inland Waters	22	0	0	7	0	0	41	0	0
West Coast	1	0	16	48	0	30	5	1	24
Totals	28	4	37	59	4	36	92	6	48
ENGINE DEPARTMENT									
Atlantic Coast	1	0	0	2	0	0	5	1	0
Gulf Coast	0	0	4	0	0	1	0	0	6
Lakes & Inland Waters	19	0	0	4	0	0	27	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	20	0	4	6	0	1	32	1	6
STEWARD DEPARTMENT									
Atlantic Coast	2	0	0	1	0	0	5	0	0
Gulf Coast	0	2	6	0	1	2	0	1	11
Lakes & Inland Waters	4	0	0	3	0	0	9	0	0
West Coast	0	1	1	3	0	0	0	2	3
Totals	6	3	7	7	1	2	14	3	14
Totals All Departments	54	7	48	72	5	39	138	10	68

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

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

**SIU
BULLETIN
BOARD**

**PORT ARTHUR, TEXAS
MEMBERSHIP MEETING
ON JULY 15**

A general informational Seafarers membership meeting will be held on Thursday, July 15, 1993 at 2:00 p.m. It will take place at the Ramada Inn on Highway 87 in Port Arthur.

Contact the Houston SIU hall for further information.

**SOUTH STREET SEAPORT
MUSEUM HOSTS BOAT
MODEL FESTIVAL**

The South Street Seaport Museum and Marketplace will host the third annual New York Ship and Boat Model Festival on August 7 and 8 from 1:00 to 5:00 p.m. on Pier 16 of the South Street Seaport Museum.

More than 100 model boat builders will be on hand to introduce visitors to the diverse range of model building traditions.

Also on view at the museum will be "Twelve Ties to Tradition: Model Making in New York City" displaying an additional 75 ship models, plus photographs, videos, tools and mementos.

For more information, phone (212) 669-9483.

**ALTON BELLE
CREWMEMBERS
TO MEET JULY 14**

Union meetings are scheduled for 1:30 p.m. and 5:30 p.m. on Wednesday, July 14, at the Stratford Hotel in Alton, Ill. Two meetings are being held so all union members working the different shifts can attend.

For more information, call the Alton union hall at (618) 462-3456.

**ATTENTION:
STUDENTS ATTENDING
GED CLASSES AT
LUNDEBERG SCHOOL**

Any Seafarer planning to attend the GED course at the Lundeberg School should be advised that they need to establish residency in the state of Maryland for at least 12 weeks.

For more information, contact the Admissions Office at (301) 994-0010, ext. 214.

**LUNDEBERG SCHOOL
ANNOUNCES
COLLEGE COURSES**

The next session of day and evening college courses at the Lundeberg School will run from July 19 to September 10.

To register, fill out the application form in this issue of the *Seafarers LOG* (page 27), or call the Admissions Department at (301) 994-0010, ext. 214.

This session will offer courses in English, mathematics, physical science, physics and social science.

These courses will help students complete one of the two associate degrees offered at the school—Nautical Science Technology for deck department students and Marine Engineering Technology for engine department students.

Four members who graduated from the union's top training programs in the steward and deck departments at the Seafarers Harry Lundeberg School of Seamanship are among the 28 mariners who are retiring as announced by the Seafarers Welfare Plan.

Brothers Oral Ipsen and Richard Wardlaw graduated from the bosun recertification course in 1974 while Brother Peter Loik completed the course in 1975. Brother James Jones successfully completed the steward recertification program in 1987.

A total of 14 members signing off from their seagoing careers sailed in the deep sea division while 11 members sailed aboard inland vessels, two were from the Great Lakes and one member came from the Atlantic Fishermen division. Out of the 11 members who sailed in the inland division, six sailed as tugboat captains.

Eleven Seafarers who are beginning their retirements served in the U.S. armed forces: five in the Army, three in the Navy, two in the Marine Corps and one in the Air Force.

Brief biographical sketches of Brothers Ipsen, Wardlaw, Loik and Jones, as well as the others, follow.

DEEP SEA



JACK ALVES, 62, joined the Seafarers in 1961 in the port of Seattle. Born in Hartford, Conn., he sailed in the deck department. Brother Alves served in the U.S. Navy from 1951 to 1955. He resides in Pine Grove, Calif.

LUIS CARRANZA, 71, joined the SIU in 1961 in the port of New Orleans. A native of Honduras, Central America, he sailed as a fireman, oiler, watertender. Brother Carranza resides in Metairie, La.

REGALADO FIGUERA, 68, joined the union in 1970 in the port of Wilmington, Calif. Born in Hawaii, he sailed in the deck department. Brother Figuera calls San Francisco home.



ORAL IPSEN, 65, joined the Seafarers in 1964 in the port of New York. Born in Denmark, he completed the bosun recertification program at the Lundeberg School in August 1974. Brother Ipsen lives in Brooklyn, N.Y.

JAMES JONES, 71, joined the SIU in 1967 in the port of San Francisco. A Texas native, he completed the steward recertification program in 1987. Brother Jones served in the U.S. Army Air Force from 1942 to 1943. He retired to Navato, Calif.

**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.

PETER LOIK, 66, joined the union in 1955 in the port of Baltimore. Born in Canada, he completed the bosun recertification program at the Lundeberg School in December 1975. Before retiring, he served as a member of the Union Tallying Committee for the 1992 SIU elections. Brother Loik resides in Seminole, Fla.



KENNETH STERNER, 65, joined the union in 1945 in the port of Norfolk, Va. A Baltimore native, he sailed as a bosun. In 1955 he was called to duty in the U.S. Army. Brother Sterner lives in Deerfield Beach, Fla.



ROBERT DUNN, 65, joined the Seafarers in 1971 in his native Norfolk, Va. He sailed as a chief engineer. Boatman Dunn served in the U.S. Navy from 1948 to 1969. He retired to Virginia Beach, Va.



GEORGE THEMIS, 66, joined the SIU in 1977 in the port of Houston. Born in Alabama, he sailed as a captain. Boatman Themis resides in Brazoria, Texas.

JACK THOMAS SR., 65, joined the union in 1960 in the port of Norfolk, Va. A native of Savannah, Ga., he sailed as a captain. Boatman Thomas served in the U.S. Army from 1948 to 1952. He retired to Aurora, N.C.



ROY WILLIAMS, 62, joined the Seafarers in 1971 in the port of Philadelphia. Born in Chincoteague, Va., he sailed as a steward/baker/cook. Boatman Williams lives in Bloxom, Va.



ROBERT MEREDITH, 69, joined the Seafarers in 1969 in the port of New York. A native of Los Angeles, he sailed in the deck department. Brother Meredith retired to San Francisco.



RICHARD WARDLAW, 62, joined the Seafarers in 1957 in the port of Houston. A native of Waco, Texas, he completed the bosun recertification course at the Lundeberg School in 1974. Brother Wardlaw served in the U.S. Army from 1952 to 1953. He calls Romayor, Texas home.

CALVIN LASSITER, 64, joined the Seafarers in 1957 in the port of Houston. Born in Grass Field, Ark., he sailed in the deck department. Boatman Lassiter calls Doucette, Texas home.



TOMMY PETTY, 63, joined the SIU in 1969 in the port of Norfolk, Va. Born in Hickory, N.C., he sailed as an engineer on Allied Towing vessels. Boatman Petty retired to Virginia Beach, Va.

GREAT LAKES



ALI YEHIA, 65, joined the SIU in 1969 in the port of Detroit. A native of Arabia, he sailed as a porter. Brother Yehia resides in Detroit.



FREDDY NUNEZ, 44, joined the SIU in 1968 in the port of New York. Born in Puerto Rico, he sailed in the deck department. Brother Nunez upgraded at Piney Point frequently. He retired to Hollywood, Fla.

DONALD WHITE, 65, joined the SIU in 1947 in the port of New York. A New York native, he sailed in the deck department. Brother White lives in Anacortes, Wash.



MARION RALEY, 59, joined the union in 1956 in his native Mobile, Ala. He sailed as a captain. Boatman Raley served in the U.S. Marine Corps in 1953. He lives in Theodore, Ala.



CLIFFORD TALLEY, 65, joined the union in 1973 in the port of Duluth, Minn. Born in Juliette, Ga., he sailed in the deck department. Brother Talley served in the U.S. Marine Corps from 1944 to 1945. He retired to Lakeland, Fla.

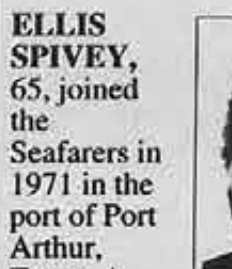
INLAND



HENRY NUTTING, 69, joined the union in 1965 in the port of Houston. Born in Hassell, Belgium, he sailed in the deck department. Brother Nutting resides in St. Augustine, Fla.



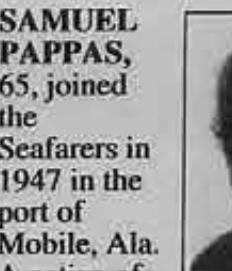
GENARO DeCOLA, 69, joined the union in 1972 in his native Boston. He sailed as a engineer/cook. Boatman DeCola served in the U.S. Army from 1943 to 1945. He calls Philadelphia home.



ELLIS SPIVEY, 65, joined the Seafarers in 1971 in the port of Port Arthur, Texas. A Florida native, he sailed as a captain. Boatman Spivey calls Lumberton, Texas home.

ATLANTIC FISHERMEN

FRANK TRINGALE, 65, joined the union in 1961 in Gloucester, Mass. A native of Boston, he sailed as an engineer/captain. Brother Tringale resides in Everett, Mass.



SAMUEL PAPPAS, 65, joined the Seafarers in 1947 in the port of Mobile, Ala. A native of Streator, Ill., he sailed as a bosun. Brother Pappas served in the U.S. Army from 1954 to 1956. He calls New Orleans home.



LOUIS FLADE, 64, joined the SIU in 1961 in his native Philadelphia. He sailed as a captain. Boatman Flade upgraded at Piney Point frequently. He served in the U.S. Navy from 1946 to 1948. He retired to St. Marys, W. Va.



TONY RABAGO, 59, joined the SIU in 1966 in the port of New York. Born in Texas, he sailed in the steward department. Brother Rabago resides in Sante Fe, Texas.



KENNETH HUDGINS, 66, joined the union in 1973 in the port of Norfolk, Va. A Virginia native, he sailed as a captain. Boatman Hudgins served in the U.S. Navy from 1944 to 1945. He resides in Mathews, Va.

Fairness on Agenda for WWII Mariners



A grassroots drive to secure veteran status for those WWII merchant mariners who sailed between August 15, 1945 and December 16, 1946 was announced by the American Merchant Marine Veterans at the group's annual convention in Portland, Ore. last month. SIU Vice President George McCartney pledged the support of the SIU in the effort to have Congress recognize those seamen not included in the 1988 government recognition of merchant mariners who sailed from December 7, 1941 to August 15, 1945.

The Valentine of Lorelei

by Christopher R. Chubb

Away She swims
toward springs of starlit beauty
the Muse of Heartfelt Magic
seldom stored within Her tail

Astride the moonlight dimmed
Like Esther Williams treading through the silver
screen
She's paddling fins with floating hair of satin
green
while regranting wavefull kisses without fail

She dived from Her tall rock
into Succession Spring in trade for a heart of gold
to turn Her spring into warmth from cold
with new intent of ending a reign of demisefull hail

She swims softly now in Missouri springs
an immigrant mermaid
with empathy for veteran fought rights
and for prioritied times
of golden moonlight

The Mergoddesses

by Christopher R. Chubb

There are courses of unplotted seaways
where swim many maidens from key to cratered key
Such a freedom compared to Humans
They are limited to unshared crowded stockades

There is One human
who has need of a mere dinghy
to ride him through torment of typhoons
They should end with him into the seascapes
of waterful keys

He longs for that leap into such seascapes
He is crowded
and dreams of Ea or Oannes
and on restless starfilled nights, the muse
of the Lorelei rock

There surely is a sea nymph of ocean studies
beside the benefit of love for the crowded human

He eyes seaward
in hopes of a hint of even an elfin mermaid
with desire to leave all that is land to love
ballets of Pearl

Swim dear Goddesses with love. The crowded human
is loved by you. Love him
Press him into your bosoms
and teach him all that needs to be done

(Christopher R. Chubb has contributed many poems to the Seafarers LOG over the years. He presently resides in St. Louis.)

Ancient Wakes

by Everett W. Snow

Into the Mediterranean we slowly sailed
where heroes travelled in the long ago past
as our wake, behind us, whitely trailed.

Ships had been lost and strong walls scaled
by men who had lived before the mast
on this historic sea upon which we sailed
knowing those ancient sailors hadn't failed
to live within the lot they'd been cast.

Behind them their wakes had also trailed
leading back to women who'd loudly wailed
for men, of whom, they'd likely seen the last
as ships, to war and death, they had sailed.

Our seamanship and easy life sadly paled
in comparison to ancient sailors long past
upon whose vanished wakes we trailed
while in thought, their bravery, we hailed.

The end of our voyage was approaching fast
and I'm proud to say that I have sailed
over the seas where ancient wakes trailed.

(An SIU member since November 1991, Everett W. Snow has had a love affair with the ocean all his life. Formerly with the U.S. Coast Guard, Snow sails as a QMED/electrician.)

LOG-A-RHYTHMS

The lure of the sea has
been written about for
ages. Today's
Seafarers are no ex-
ception. The poems on
this page reflect the
various ways in which
the sea affects
Seafarers and their
families.



Goodbye My Friend

by Albert W. Austin Jr.

Here I am
I'm off again.
Sailing somewhere
I've never been.

Off and away
to another port.
My time ashore
it was too short.

Sailing away
to faraway shores.
Making love
to all the girls.

The sailor's life
is the life for me.
Sailing the ocean
and on the sea.

Sailing the world
and all the shores.
'Til the day
I'm home once more

But 'til then
I must go.
'Til I return:
Goodbye my friend.

(Albert Austin Jr. sails as an AB. This poem was written while aboard the USNS Sealift Arabian Sea.)



The Lonely Sailor's Wife

by Lisa Cator

Oh, the lonely life
of the sailor's wife,
her love is as endless
as the sea itself.

The days turn into weeks,
the weeks turn into months.
She keeps the fire burning
with the passion in her soul.

She praises the sea
that will bring her true love back.
Back into the life
of the lonely sailor's wife.

(Lisa Cator is the wife of John Cator III, an SIU member since 1982, who sails as an assistant cook from the port of Baltimore.)

Something I Want to Say

by Michael J. Cushman

I woke up today
to see a photo
of your face
that's so far away.

I long to be with you
night and day
but this ship keeps
sailing me away.

I love you like I love the sea.
You mean everything to me.
I miss you.

It breaks my heart to go away,
but I have to work to make my way,
and it's on the sea that I love to work and play.

When I come home
we'll have our day
to love, learn, laugh and play
with each other together again
my love, my friend.

(Michael J. Cushman has been sailing since 1980, currently aboard the Medusa Challenger. He wrote this poem for his son, Alexander Kane Cushman.)



Once Again

by J.S. Mangold

I wish she were here,
we always seem to be apart.
The one I hold ever so dear,
deep in the core of my tortured heart.

She be this sailor's dream,
while she waits for me ashore.
She's my sweetly singing siren,
one that could hold me, I'll sail no more.

To be basked in her love,
to be petted and touched all day.
Like a queen's favorite dove,
My needs cared for in every way.

But, like Ulysses of old,
I must stay on the sea.
Many ventures still untold
to be lived through by me.

I must steel myself through,
keep my throbbing heart at bay.
For my time will come soon,
to hold her tight one fine day.

I'll look into her eyes,
(their color changes with her mood)
I will tell her no lies,
to be apart is no good.

But the bills must be met,
our debts must be paid.
So our minds must be set
on my going to sea soon one day.

We shall abide in our love,
enjoy each other's good graces.
We'll thank the good lord above
for the slow, easy paces.

Then she'll see me off,
by the gangway she's crying.
My shipmates don't scoff,
for a sailor's life is so trying.

We'll wish they were here.
We always seem to be apart.
The ones we hold ever so dear,
deep in the cores of our tortured hearts.

(This poem was written by SIU member J.A. Mangold for his wife, Mary.)



Digest of Ships Meetings

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

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

LNG AQUARIUS (ETC), January 17—Chairman Jimmie Garner, Secretary F. Robertson, Educational Director E. Abidin, Deck Delegate J. Jagger, Engine Delegate W. Fey. Treasurer reported \$150 in ship's fund. No beefs or disputed OT reported. Crew asked contracts department to look into company paying member's way home in event of death in family. Crew also requested additional cold weather gear.

WESTWARD VENTURE (IOM), January 31—Chairman Timothy Koebel, Secretary R. Alexander. Chairman announced payoff and reminded crewmembers to wait for patrolman upon arrival in Tacoma, Wash. Educational director encouraged members to keep up with union activities by reading *Seafarers LOG*. No beefs or disputed OT reported. Crewmembers asked contracts department to look into emergency crew relief in event of personal crisis. Crewmembers thanked Robert McGee of Tote Company for providing special dinner. Crew also gave vote of thanks to steward department for excellent work. Crew reported recreation room antenna not working. Chairman reminded crew to use ash trays for cigarette butts and ashes. Steward department reminded crew to keep coffee station on bridge supplied and clean.

LNG ARIES (ETC), February 14—Chairman Ulus Veach, Secretary Doyle Cornelius, Educational Director Riley Donahue, Deck Delegate Raphael Vargas, Engine Delegate Kevin Conklin, Steward Delegate Udjang Nurdjaja. Chairman welcomed new crewmembers and reminded all to upgrade skills at Piney Point. Educational director read and posted letter about SIU scholarship program. No beefs or disputed OT reported. Crewmembers reported *Seafarers LOGs* received and distributed.

CONSTELLATION (Maersk Lines), March 28—Chairman Bradford Shelly, Secretary Donald Williams, Deck Delegate Scott Murrain. Chairman reported new tape rewinder needed. Educational director reminded crew to make sure to have required amount of ship time before upgrading at Lundeberg School. Treasurer reported \$699.73 in ship's fund. No beefs or disputed OT reported. Crew thanked chief cook for job well done. Next port: Hueneke, Calif.

LIBERTY SEA (Liberty Maritime), March 21—Chairman T.A. Burrell, Secretary Willie Manuel. Chairman announced next payoff and recommended crewmembers donate to SPAD and upgrade skills at Lundeberg School. No beefs or disputed OT reported. Galley gang reported salad bar needs repair.

LNG TAURUS (ETC), March 21—Chairman Robbyson Suy, Secretary Francis Ostendarp, Educational Director Raymond Culpepper, Deck Delegate John Wells, Engine Delegate Joseph Arnold, Steward Delegate J. Lyson. Chairman praised good crew and reported everyone, including captain, complimented members. He noted most of crew will be returning when ship completes layup and wished all a good vacation. Secretary said it was pleasurable sailing with great crew. Educational director reminded members to upgrade skills as soon as possible in order to compete in ever-changing shipping industry. He reminded crewmembers to apply for scholarships and Lundeberg School classes. No beefs or disputed OT reported. Crew asked contracts department to keep them posted on contract negotiations. Next port: Indonesia.

LNG VIRGO (ETC), March 28—Chairman Monte Pereira, Secretary Lein Achmad, Educational Director Randy McKenzie, Deck Delegate John Thompson, Engine Delegate C. Dahchaus, Steward Delegate Glenn Williams. Chairman announced scheduled safety meeting and encouraged all to attend. He reported George Reilly from ETC visiting ship in Tobata, Japan in April. Treasurer reported \$1,375 in ship's fund. No beefs or disputed OT reported. Chairman posted letter from SIU headquarters. Crew thanked Vice President Contracts Augie Tellez for response to questions regarding smoking policy and sanitation of bridge. Crew asked contracts department to look into union discounts on airline tickets. Crew thanked steward department for good meals.

OVERSEAS VIVIAN (Maritime Overseas), March 31—Chairman Robert Zepeda, Secretary E. Haber, Educational Director James Fonville, Deck Delegate James Williams, Engine Delegate Manuel Holguin, Steward Delegate Lee Harmon. Chairman announced payoff. Educational director announced scholarship deadline is April 15. No beefs or disputed OT reported. Crew asked contracts department to consider restrictions when members use benzene products. Crew gave vote of thanks to galley gang for job well done. Next port: New York.

RANGER (Vulcan Carriers), March 21—Chairman Michael Moore, Educational Director Roger Plummer, Deck Delegate Jonathan Weaver, Engine Delegate Gerald Daley. Chairman reported new ice machine, *Seafarers LOGs* and package from SIU headquarters received. No beefs or disputed OT reported. Crew thanked "number one" steward department and discussed advantages of upgrading facilities at Piney Point. Crew thanked Patrolman Bobby Milan for his work in port of New Orleans. Next port: Russia.

AMERICAN EAGLE (Pacific Gulf Marine), April 25—Chairman Carl Barrett, Secretary Kevin Deegan, Educational Director James Rogers. Chairman announced preparation of ship to shipyard. No beefs or disputed OT reported.

CAPE HENRY (IOM), April 23—Chairman Thomas Votsis, Secretary Al Holland, Educational Director Irwin Rousseau, Deck Delegate Troy Cooley, Engine Delegate Troy Flemming, Steward Delegate James Alston. Chairman requested updated news be sent to ship from headquarters and union representative meet ship whenever possible. No beefs or disputed OT reported. Chairman announced ship continuing service instead of layup. He reported ship loading in Beaumont and Charleston, N.C. before continuing to Somalia. Crew encouraged contracts department to keep up good work. Crew thanked steward department for job well done. Crew discussed importance of keeping dues updated, donating to SPAD and MDL and upgrading at Lundeberg School. Chairman reminded crewmembers to support union and keep it strong. Next port: Beaumont.

ITB GROTON (Sheridan Transportation), April 28—Chairman N. Matthey, Secretary G. Schwarz, Educational Director A. Alexakis, Deck Delegate A. Ahmad, Engine Delegate Peter Murtaugh, Steward Delegate Michael Hammack. Chairman announced crewmembers need to clean vessel before it enters shipyard. He reported tugboat going into dry dock between June 15 and 30. He advised crewmembers to expect to be in yard 30 to 45 days. He

reported vessel will lay up in Mobile, Ala., Tampa, Fla., Norfolk, Va., or Brooklyn, N.Y. Educational director urged members to write Congress about Coast Guard's implementing user fees on z-cards and licenses. No beefs or disputed OT reported. Steward delegate reported everything running smoothly and thanked deck department for helping galley gang with cookouts. Crew thanked steward department for great cookouts. Chairman reminded crew to keep laundry and mess room clean and reported new couch ordered but not yet received. Crew reported good trip. Next port: New York.

ITB JACKSONVILLE (Sheridan Transportation), April 2—Chairman Luke Wells, Secretary B. Outlaw, Educational Director Carlos Rodriguez, Deck Delegate Stephen Yursha, Steward Delegate B. Santos. Chairman reminded crewmembers not to smoke during meal hours. He announced payoff April 3 in Stapleton, N.Y. He reported good crew working well together with very comfortable ship. He gave vote of thanks on behalf of crew to steward department for keeping vessel shipshape and crew well fed. Galley gang thanked crew for keeping galley and mess room area clean. Educational director reported union literature always available and encouraged crewmembers to read. He urged members to use educational and recreational facilities at Piney Point. Treasurer reported purchase of three bicycles for crew. Deck delegate reported very good and sound department. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck and steward delegates. Steward delegate thanked crew for cooperation. Crew requested lighter overalls for warm weather. Next port: New York.

ITB JACKSONVILLE (Sheridan Transportation), April 25—Chairman Jessie Thomas, Secretary R. Hairton, Educational Director Carlos Rodriguez, Deck Delegate Stephen Yursha, Steward Delegate B. Santos. Chairman urged members to upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Crew gave vote of thanks to steward department for job well done.

LIBERTY STAR (Liberty Maritime), April 4—Chairman Ray Todd, Secretary H.G. Williams, Educational Director James Thibodeau, Deck Delegate Thomas Bryant, Engine Delegate Isaac Rowel Jr., Steward Delegate Gerardo Lopez. Chairman announced payoff. Secretary reported ship completed trip to Poland with corn and grain. No beefs or disputed OT reported. Crew reported union mail and *Seafarers LOGs* received. Crew requested new washer and dryer and reported VCR needs repairs and cleaning. Crew reported excellent job by steward department. Next port: New Orleans.

LIBERTY SUN (Liberty Maritime), April 11—Chairman H. Berggren, Secretary C. Hazzard, Educational Director Darren Walker, Steward Delegate Gary Truvia. Chairman announced payoff upon arrival in New Orleans. No beefs or disputed OT reported.

LNG ARIES (ETC), April 18—Chairman Ulus Veach, Secretary Doyle Cornelius, Educational Director Riley Donahue, Deck Delegate Louis Sorito Jr., Engine Delegate Kevin Conklin, Steward Delegate Udjang Nurdjaja. Chairman reminded crew to rewind and return videotapes to video library. Treasurer reported \$489 in ship's fund. No beefs or disputed OT reported. Crew gave special thanks to SAs Arlene Ringer and Jose Guzman for fine job keeping mess rooms clean and neat. Crew reported everyone enjoyed pool party.

NUEVO SAN JUAN (Puerto Rico Marine), April 14—Chairman W.J. Card, Secretary R. Fagan, Educational Director R. Tannis. Chairman reported smooth sailing with ship just out of shipyard. Educational director reported everything running great. No beefs or disputed OT reported. Crew requested new TV and discussed transportation problems at docks. Crew thanked galley gang for great food.

OMI MISSOURI (Vulcan Carriers), April 25—Chairman Cesar Gutierrez, Secretary Clyde Kreiss, Deck Delegate C. Parman, Engine Delegate B. Magliano, Steward Delegate A. Aziz. Chairman reported everything running smoothly with no beefs. Educational director urged members to upgrade at Lundeberg School. Treasurer reported \$50 in ship's fund. Crew reported *Seafarers LOGs* received. Crew discussed difference between Vulcan and standard union contract. Chairman reported sofa and chairs to be reupholstered in Egypt and asked crew to please help keep them in good shape. Crew gave vote of thanks to steward department for job well done. Next port: Alexandria, Egypt.

SAMUEL L. COBB (Ocean Ships, Inc.), April 18—Chairman H.G.

vin James, Secretary E. Porter, Educational Director Gerald Payne, Deck Delegate G. Hernandez. No beefs or disputed OT reported. Next port: Boston.

SEA-LAND DISCOVERY (Sea-Land Service), April 18—Chairman Nelson Sala, Secretary J. Gonzalez, Educational Director J. Shuler. Chairman announced payoff in port of Elizabeth, N.J. Secretary urged members to take advantage of opportunity and upgrade at Lundeberg School. No beefs or disputed OT reported. Crew thanked steward department for job well done. Next port: San Juan, P.R.

SEA-LAND EXPEDITION (Sea-Land Service), April 2—Chairman Paulino Flores, Secretary Felipe Orlanda. Crew gave special vote of thanks to steward department mem-

A Camel's-Eye View of the City of Hope



Liberty Sea crewmembers Recertified Bosun Tyrone Burrell and AB Donald McGraw take the most reliable form of transportation to get a panoramic view of Jerusalem (including the Dome of the Rock in the background).

Bentz, Secretary Anthony Rivera, Educational Director Rusty Kindred, Deck Delegate Paul Marra, Engine Delegate Rodney Pontifil, Steward Delegate F. Rosch. Chairman discussed importance of weekly meetings to keep members strong and active in all union activities. He added members should be very grateful for SIU. He stressed importance of reading President Sacco's report in *Seafarers LOG*. He urged members to upgrade skills at Piney Point and take advantage of excellent programs and facilities offered by the union. Chairman and crew deeply thanked steward department for excellent job on food and cleanliness of galley and mess hall. They gave extra thanks to Chief Steward Rivera and Chief Cook Rosch. Secretary stressed importance of SPAD donations and reminded members to be faithful and strong to SIU. No beefs or disputed OT reported. Chairman discussed importance of members getting involved in political process involving SIU and American maritime future. Crew announced its appreciation for Bosun Bentz and job he does.

MV SENATOR (Crowley American Transport), April 25—Chairman D. Wagner, Secretary R. Seim, Educational Director W. C. Cameron. Chairman waiting for correspondence from contracts department regarding deck department beef and disputed OT. Educational director urged members to upgrade at Paul Hall Center, donate to SPAD and support MDL contributions. Deck delegate reported disputed OT and beef. No beefs or disputed OT reported by engine or steward delegates. Chairman encouraged input from members during contract negotiations that would benefit department, members and SIU. Chairman commended all SIU members for attendance and participation in weekly union meetings. Chairman and entire crew gave "outstanding" vote of appreciation to members of steward department for varied menus and high quality stores. Secretary and galley gang thanked crewmembers for team spirit in keeping entire ship clean. Next port: Port Everglades, Fla.

SEA-LAND ATLANTIC (Sea-Land Service), April 1—Chairman Cal-

bers Chief Steward Orlanda, Chief Cook Alonzo Belcher, SA Luis Rivera for job well done. No beefs or disputed OT reported.

SEA-LAND HAWAII (Sea-Land Service), April 25—Chairman W. Weaver, Secretary G.S. Lynch, Educational Director D. Gordius, Deck Delegate L. Selico, Engine Delegate R. Williams, Steward Delegate J. Laureta. No beefs or disputed OT reported. Next port: Oakland, Calif.

SEA-LAND INNOVATOR (Sea-Land Service), April 4—Chairman W. Acievedo, Deck Delegate Randall Hanke, Engine Delegate Faisal Alsharif, Steward Delegate Randy Witowich. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegate. Crew reported *Seafarers LOGs* received. Crewmembers advised of Long Beach (Calif.) Grand Prix and reminded transportation to port could be hindered.

SEA-LAND LIBERATOR (Sea-Land Service), April 25—Chairman Joel Miller, Secretary G. Thomas, Educational Director Daniel Dean. Chairman reported good trip without disputes. Secretary reported good voyage with good crew and chief cook. He added GSU James Hines did a "bang-up" job and entire crew sorry to see him sign off. Educational director reminded crew to upgrade at Paul Hall Center as soon as possible. No beefs or disputed OT reported. Crew requested rubber pads on chairs because sharp edges ruining tile. Crew gave vote of thanks to galley gang for job well done. Next port: Long Beach, Calif.

SEA-LAND PACIFIC (Sea-Land Service), April 18—Chairman Lothar Reck, Secretary G. Bronson, Educational Director Steve Bigelow, Deck Delegate Mel Talalotu, Engine Delegate Prentis Smith, Steward Delegate Don Spangler. Chairman gave vote of thanks to steward department for job well done and encouraged SPAD donations. He urged members to upgrade at Piney Point and reminded crew to keep mess hall in order. He reported news of new contract not yet received. Educational director reminded members Piney

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Point is the place to upgrade. He suggested any member with questions about new contract should write them down and send to headquarters. Deck delegate reported beefs and disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew reported *Seafarers LOGs* received. Crew reported new washing machine and dryer in crew laundry and new microwave oven in lounge. Chairman reminded crew to keep laundry, rooms and lounge clean. Next port: Tacoma, Wash.

SEA-LAND QUALITY (Sea-Land Service), April 18—Chairman Carmine Bova, Secretary Terry Smith, Educational Director Kenneth Linah. Chairman announced payoff in Elizabeth, N.J. Educational director urged members to upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Chairman reminded crewmembers to rewind movies before returning to shelf. Next port: Boston.

SEA-LAND SHINING STAR (Sea-Land Service), April 11—Chairman A.A. Mohsin, Secretary Curtis Phillips, Educational Director J. Halim. Chairman announced payoff upon arrival in port and discussed importance of upgrading skills at Piney Point and SPAD donations. No beefs or disputed OT reported. Chairman reminded members to drop dirty linen in linen locker, not laundry room, and not to use so much soap when washing. He reminded crewmembers to clean up after themselves. Next port: Elizabeth, N.J.

SEA-LAND VALUE (Sea-Land Service), April 25—Chairman D. Leon, Secretary A. Hassan, Deck Delegate T. Kilbride. Crew gave vote of thanks to galley gang for job well done. Next port: Elizabeth, N.J.

SEALIFT ANTARCTIC (IMC), April 24—Chairman Steve Hansford, Secretary James Swartk, Educational Director James Fox, Deck Delegate Brian Johnston, Engine Delegate Martin Reedy, Steward Delegate Mohsin Abdulla. AB James Fox elected new educational director. No beefs or disputed OT reported. Chairman thanked steward department for great food and reported it was a real morale booster aboard ship. Next port: Manchester, Wash.

SGT. MATEJ KOCAK (Waterman Steamship Co.), April 18—Chairman Anjelo Urit, Secretary L. Gamble, Educational Director D. Peterson, Deck Delegate Don Filoni, Engine Delegate Robert Hines, Steward Delegate Antonio Prezmik. Chairman announced payoff at next port and reported everything running smoothly. Educational director stressed importance of upgrading at Piney Point. No beefs or disputed OT reported. Crew reported *Seafarers LOGs* received and thanked *LOG* staff for enjoyable reading. Chairman reminded members to clean room for

replacements and announced new crewmembers will sign on ship in Norfolk, Va. Steward delegate reminded everyone to use scoop in ice machine when getting ice. DEU gave special thanks to deck department for keeping rooms clean, and crew thanked galley gang for good food.

USNS BARTLETT (Bay Ship Management), April 19—Chairman Thomas Gagnon, Secretary C. Fincher, Educational Director Eric Suttner, Engine Delegate David Seabrook, Steward Delegate James Jordan. Chairman announced new contract with Bay Ship and thanked all crewmembers. Educational director urged members to upgrade skills at Lundeberg School. Steward delegate reported beef. No beefs or disputed OT reported by deck or engine delegates. Chairman reported VCR to be replaced and barbecue pit for cookouts will be built in Gulfport, Miss.

CHARLESTON (Apex Marine), May 16—Chairman Anthony Mabon, Secretary R. Poovey, Educational Director Richard Gracey, Deck Delegate Thomas Cuddihy, Engine Delegate Robert Scott, Steward Delegate J. Collins. Crew gave vote of thanks to galley gang for job well done. Crew requested new washing machine and dryer. Next port: Baton Rouge, La.

ITB PHILADELPHIA (Sheridan Transportation), May 18—Chairman V.T. Nielsen, Secretary M. Andino, Educational Director Brian Sengelamb, Deck Delegate Joseph Turocy, Engine Delegate Carlos Bonafont, Steward Delegate Jack Hart. Educational director reminded crew about importance of SPAD and upgrading to acquire technical skills necessary on modern vessels. No beefs or disputed OT reported.

LNG AQUARIUS (ETC), May 16—Chairman Thomas Brooks, Secretary Jeff Yarmola, Educational Director J. Orr, Deck Delegate Woodrow Shelton, Engine Delegate Bruce Zenon, Steward Delegate B. Cardenas. Chairman reported crew looking forward to vacation. Secretary reported smooth trip. Educational director encouraged members not to delay upgrading opportunities available at Paul Hall Center. He reminded crewmembers to fill out Piney Point application soon. Treasurer reported \$125 in ship's fund. No beefs or disputed OT reported. Chairman reported on recent discussion with Vice President Contracts Augie Telez by phone. Chairman reminded crewmembers to read *Seafarers LOG* and keep informed on current events.

LNG ARIES (ETC), May 10—Chairman Ulus Veach, Secretary Doyle Cornelius, Educational Director Riley Donahue, Deck Delegate Louis Sorito Jr., Engine Delegate Kevin Conklin, Steward Delegate Udjang Nurdjaja. Chairman announced ETC/Dodwell will repatriate as many as possible on arrival day and reminded all crewmembers to adhere to company policy while ashore. He thanked galley gang for cooperation in sorting wet and dry garbage

while anchored. Chairman reminded crew signing off to leave clean linen sets for replacements and leave dirty linen outside room. He thanked chief cook and three SAs for jobs well done. Educational director reminded all disembarking crew to check upgrading schedule and attend Lundeberg School. No beefs or disputed OT reported. Crew reported *Seafarers LOGs* received and distributed. Crew thanked all departments for enjoyable pool parties.

LNG LIBRA (ETC), May 23—Chairman Tom Hawkins, Secretary Kris Hopkins, Educational Director George Lindsay, Deck Delegate John Gibbons, Engine Delegate John Hoskins, Steward Delegate Jill Prescott. Chairman thanked all crewmembers for making this a good tour. He reported it was the best gang he sailed with in a long time. Secretary thanked crew for helping keep mess hall and pantry area clean. He reported those signing off will be missed. Secretary also reminded crew of Coast Guard inspection and week-long visit aboard vessel. He asked departing crew to please clean rooms and turn in keys and linens. Educational director stressed importance of getting maritime bill passed before it's too late. He urged members to pay attention during monthly union meetings and become involved in union politics because membership livelihood could depend on it. He urged members to upgrade at Paul Hall Center. Treasurer reported \$145 in ship's fund. No beefs or disputed OT reported. Crew reported *Seafarers LOGs* received and distributed. Crew thanked galley gang for job well done. Next port: Bontang, Indonesia.

OVERSEAS JOYCE (Maritime Overseas), May 2—Chairman R. Bradford, Secretary P. Alvarez. Chairman announced payoff upon arrival in port. Secretary encouraged crewmembers to upgrade skills at Paul Hall Center. Educational director reminded members to donate to SPAD. Crew reported *Seafarers LOGs* received while in Japan. Crew thanked galley gang for very tidy ship.

OVERSEAS NEW YORK (Maritime Overseas), May 19—Chairman T. Alanano, Secretary G. White, Educational Director Edward Self, Steward Delegate Dennis Skretta. Chairman announced payoff in Long Beach, Calif. The captain asked crewmembers to keep showers and laundry room clean. Educational director urged members to upgrade skills at Piney Point. No beefs or disputed OT reported. Crew thanked galley gang for job well done.

OVERSEAS OHIO (Maritime Overseas), May 11—Chairman George Schuj, Secretary Earl Gray, Educational Director D. Bautista, Deck Delegate Thomas Howell, Engine Delegate R.J. Butch, Steward Delegate Shari Smithson. Chairman reported ship running smoothly and announced arrival in Long Beach, Calif. on May 16. Secretary advised crew of policy concerning plastic waste disposal. Educational director reminded crewmembers to consider upgrading facilities at Lundeberg School to raise pay and quality for ships. Treasurer reported movies purchased with ship's fund. No beefs or disputed OT reported. Crew reported new washing machine installed and thanked galley gang for job well done.

PAUL BUCK (Ocean Shipholding), May 9—Chairman J. Cochran, Secretary D. Wuerth, Educational Director Karl Friebel, Deck Delegate Robert Schindler, Engine Delegate Albert Hadley. Chairman reported washer and dryer need repairs or replacement. Secretary reported elections for educational director and chairman need to take place due to those officers temporarily signing off to take care of family emergencies. Treasurer reported \$325 in ship's fund to be kept by captain during shipyard period. No beefs or disputed OT reported. Crew requested patrolman at ship payoff in shipyard. Next port: Norfolk, Va.

RICHARD G. MATTHIENEN (Ocean Shipholding), May 5—Chairman J.T. Martin, Secretary C.J. Mosley, Educational Director W. Parrish,

Deck Delegate Wayne Casey, Engine Delegate D. Dobbins, Steward Delegate F. Aral. Treasurer reported \$254.44 in ship's fund and \$87 in crew's fund, out of which came \$20 for new VCR remote. No beefs or disputed OT reported. Chairman reported new couch for crew lounge received and reminded crewmembers to keep crew lounge and laundry doors closed. Crew requested vegetable oil be used in deep fryer, instead of shortening or lard, for health reasons. Next port: Long Beach, Calif.

SEA-LAND CONSUMER (Sea-Land Service), May 2—Chairman William Mortier, Educational Director Olie Webber, Deck Delegate Russell Haynes. Chairman discussed union solidarity with crewmembers. Treasurer reported \$125 in ship's fund. No beefs or disputed OT reported. Crew requested water-tight door for engineroom.

SEA-LAND DISCOVERY (Sea-Land Service), May 16—Chairman Nelson Sala, Secretary J. Gonzalez, Educational Director J. Shuler. Chairman announced layup of ship at end of May. No beefs or disputed OT reported. Crew thanked galley gang for job well done.

SEA-LAND ENTERPRISE (Sea-Land Service), May 2—Chairman Elex Cary, Secretary F.M. Douroudous, Educational Director Ray Chapman, Engine Delegate Walter Price, Engine Delegate Charles Kichak. No beefs or disputed OT reported. Crew asked contracts department to clarify steward department responsibilities.

SEA-LAND MARINER (Sea-Land Service), May 16—Chairman Perry Greenwood, Secretary Mark Scardino, Deck Delegate Arnold Lopez, Engine Delegate Jose Ortiz, Steward Delegate R. Dewitt. Educational director reminded members to upgrade skills at Paul Hall Center and donate to SPAD. No beefs or disputed OT reported. Crew discussed transportation problems while vessel docked in Europe. Crew asked contracts department to send copies of new contracts to steward along with crew lists and SIU ship minutes forms. Next port: Rotterdam, Netherlands.

SEA-LAND PATRIOT (Sea-Land Service), May 2—Chairman Shawn Evans, Educational Director R. Hamil. Chairman reminded crew to separate trash and thanked all members for good trip and keeping ship clean. Educational director urged members to use upgrading facilities at Piney Point for own benefit. He encouraged crewmembers to watch safety films and report problems to proper department head. No beefs or disputed OT reported. Crew reported *Seafarers LOGs* received. Crew thanked chief cook for job very well done and thanked GSU for keeping things clean and well stocked. Next port: Oakland, Calif.

SEA-LAND PRODUCER (Sea-Land Service), May 16—Chairman Carrol Heick, Secretary Jennifer Jim, Educational Director James Smitko. Chairman announced ship's arrival in Oakland, Calif. on Tuesday May 18 at 0800. He informed crew company will no longer provide van to pick up crewmembers for shuttle service to ship from all ports. Chairman reminded crew to rewind and return movies to movie room. Treasurer reported \$577 ship's movie fund and reminded crew to put requests on crew wish list for next trip. No beefs or disputed OT reported.

SEA-LAND RELIANCE (Sea-Land Service), May 14—Chairman R. McGongle, Secretary G. Sivley, Educational Director A. Jaramillo, Steward Delegate Leon Fountain. Chairman asked crew to please use tunnel in port and reminded crew to keep plastics separated from other garbage. He thanked crew for smooth trip. Educational director encouraged all members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew reported *Seafarers LOGs* received. Crew gave vote of thanks to galley gang. Next port: Tacoma, Wash.

SEA-LAND SHINING STAR (Sea-Land Service), May 11—Chairman Al Austin, Secretary Phillips Curtis, Educational Director J. Halim, Deck

Delegate Hernando Bansuelo, Engine Delegate Gary Mitchell, Steward Delegate Allan Sim. Chairman announced payoff upon arrival. No beefs or disputed OT reported. Crew thanked steward department for

Feeding the Crew



Chief Cook Jack Hart (left) and Steward Joe Emidy prepare a tasty meal before the ITB Philadelphia's union meeting.

fine food and job well done. Crew also reported great crew on vessel makes job more fun while on board. Chairman reminded crewmembers to pay dues and stay in good standing with union. He encouraged SPAD donations for good and welfare of SIU and members. He reminded crewmembers Piney Point is for members, so use it. Crew asked contracts department to send change-of-address cards. Next port: Elizabeth, N.J.

SEALIFT ANTARCTIC (IMC), May 16—Chairman Steve Hansford, Secretary James Swartk, Educational Director James Fox, Deck Delegate Brian Johnston, Engine Delegate Martin Reedy, Steward Delegate Mohsin Abdulla. Educational director encouraged members to upgrade at Paul Hall Center. No beefs or disputed OT reported. Crew gave round of applause for fine meals prepared by galley gang. Next port: Taiwan.

ULTRASEA (Sealift), May 9—Chairman M. Noble, Secretary William Williams, Deck Delegate Michael Jackson, Engine Delegate E. Scott, Steward Delegate Joseph Patrick. Chairman announced possible docking in Louisiana for one-to-two-week layup. He reported TV antenna needs additional repairs. Treasurer reported \$56 in ship's fund. Deck delegate reported disputed OT by engine or steward delegates. Crew reported reading *Seafarers LOG*. Chairman reminded crewmembers everyone sleeps at different hours of day, so please keep noise to minimum and don't slam doors. He reminded all crewmembers to work together to keep lounge clean. Next port: New Orleans.

USNS CAPABLE (USMMI), May 2—Chairman C. Kriensky, Secretary M. Hopper, Educational Director D. Harrison, Deck Delegate Paul Pitcher, Engine Delegate Don Harrison, Steward Delegate Jesse Hart. Chairman discussed ship policy including noise, attire, conduct and language. Crew thanked steward department for job well done.

USNS WILKES (Bay Ship Management), May 10—Chairman Raymond Yager, Secretary Ben Henderson, Educational Director Clarence Brown, Deck Delegate John Robins, Engine Delegate Michael Rueter, Steward Delegate Donald Mann. Chairman reported smooth sailing and stated he was especially pleased with deck gang. Secretary reported crew voted to reimburse Radio Officer John Giles for videotapes. Educational director reminded crew to upgrade at Lundeberg School. No beefs or disputed OT reported. Purser Clifford Stephens informed crewmembers of upcoming events and answered crew questions regarding foreign articles and crew pay. Chairman reminded crew that everyone is to do part in keeping crew mess and lounge clean. Next port: Honolulu.

Galley Gang Keeps Up Shipboard Morale



Crewmembers aboard the *Charleston* are in the capable hands of the ship's steward department. They are (from the left) Chief Steward Revels Poovey, GSU Johnis Christian, Third Cook Roderick Coleman, BR Jason Collins and Chief Cook Lawrence Winfield.



Busy making reservations for the mid-afternoon riverboat cruise is Kristen Gulotta.



Smiling, Kini Johnson takes care of group sales and reservations.



The new shop steward of housekeeping, Chris Corethers (right), and Deckhand Rich Schaus become fast friends aboard the *Alton Belle II*.



A new member of the housekeeping department, Isaac Williams, cleans the glass doors of the *Landing* before the evening cruise begins.



Harold Stanton takes out the trash after the evening cruise down the Mississippi. He has worked in housekeeping since the original *Alton Belle* began operations in 1991.



Day shop steward for the wait staff is Lataua Applegate.

New Boat Sails from Alton Landing

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SIU members praised the level of cohesiveness and solidarity among workers that they say make each day at the *Alton Belle II* enjoyable. Kara Twichell, guest services representative, proclaimed, "I just love it. I used to work in the company office and I like it so much better here. I love the hours and the great people that I work with."

Sandy Leuty, also with guest services, has been with the *Alton Belle* and the SIU since the beginning. She added, "I like the union and the great representation that we get. The union makes a difference." "Everything is better working for the union," said Michele Kasten, an evening shift cocktail waitress who used to work on the Riverwalk in St. Louis.

Cashier Elmer Valladares stated he enjoys interacting with customers while working as a cashier in the upstairs buffet of the landing. "I like my job. It's good

knowing I have a union here for me," Valladares noted, who has been a member of the SIU for nine months. "Without the SIU, I probably wouldn't have a job. They have helped me out a lot," said cocktail waitress Anne Oglesby, who has been with the company and the union for two years.

The riverboat cruise takes 90 minutes as the vessel sails six miles up the Mississippi River along the Illinois shoreline and then returns to Alton. Patrons are permitted aboard 30 minutes before sailing and may stay aboard an additional 30 minutes after docking.

The *Alton Belle II* is fitted with 650 slot machines, including video poker and video keno, 29 blackjack tables, four craps tables, two roulette wheels and one Big Six wheel.

The original *Alton Belle*, which was designed to look like an old-fashioned Mississippi paddlewheel riverboat, was taken out of service when the *Alton Belle II* arrived in town. Company officials said they are attempting to sell it.



Carey Lindsay sells *Belle* memorabilia in the gift shop located in the *Landing*.



Bartender Mary Bayhyle works the day shift in the Sports Lounge located in the *Landing*.



Housekeeping members (left to right) Patrick Taylor, Robin Allen and Tim Gore work together to keep the *Alton Belle II* and *Landing* clean.



Captain John Mosele and Relief Captain Jerry Wendle (far right) navigate the riverboat down the Mississippi.



Alton Landing galley member Sheila Pennell prepares chicken stir-fry for the upstairs buffet.



Piasa House workers prepare for a busy day at the *Alton Landing*. They are (left to right) Evey Smith, Mike Foster and Anna Crimmins.



Serving drinks in the afternoon aboard the *Landing* is cocktail waitress Vicki Kirkpatrick.

Inquiring Seafarer

Question: What was your first ship, and what do you remember about it?

(Asked of SIU members on ships in Cleveland, Ohio and Erie, Pa.)



David Hubbard, Gateman—My first ship was in 1969, the *Hen-nipen* and it sailed from Stoneport, Mich. to Alpena, Mich. and into Detroit. This was my first job and I

wore dress pants and a white shirt, which turned out to be all wrong! Some of the old-timers will still remember this. I had no idea what a gateman was. I thought it was someone who stood on deck and opened gates for people coming aboard. I found out in a big hurry though! I love the SIU and my only regret is not beginning earlier.

Joe Schmanski, Deckhand—My first ship was the *Columbia* from Detroit and then I sailed as a deckhand on the Boblo Island boats. I like sailing.



Douglas P. Rumball, Oiler—My first job was as a OS on the Boblo Island boats, then I went on to be a wiper on the *Richard Reiss*. I joined the SIU because I was

around Seafarers all of my life. My father and grandfather owned a tug company out of Erie, Pa. and they would travel the lake areas. My grandfather sailed on the *Mary Chapman Scott* and my father sailed with Great Lakes Tug.

James Corbran, Watchman—My first ship was the *E.P. Smith* operated by American Steamship out of Buffalo, N.Y. I voted the SIU in on the Lakes in 1960.



We voted 22 ships into the SIU and that is how I got into the SIU. I've been sailing for 33 years and with this company 22 years. I've upgraded at Piney Point and I recommend other guys go and upgrade. I had a good time down in Piney Point, Md.



Kevin Bleau, Deckhand—My first ship was the *H. Lee White* and we sailed from Marquette, Mich. to Ashtabula, Ohio. I remember it was so cold but it was a great idea

to join the Seafarers. My first trip we got stuck under the Mackinaw Bridge for two days in heavy ice. It was pretty weird, but I loved it. My brother is a Seafarer too and is upgrading to AB at Piney Point.

Dave Cameron, QMED—My first ship was the *Harris N. Snyder* in 1968. It was a coal burner and carried about a third of the cargo we now carry.



We sailed from Toledo, Ohio to Marquette, Mich. to Chicago and everywhere. It was my first experience on the Great Lakes and I liked the people. Everyone was a big happy family.



David Gapske, Deck Utility—My first ship was the *William Roesch*. I remember thinking there were too many clamps, twice as many as American Steamship. The crews are great and I was ready to stay on the Lakes.

Eugene Repko, Deckhand—My first ship was the *George F. Rand* on October 20, 1959 out of Toledo, Ohio. It is scrap now. The ships are more modern now but I've been in 33 years and have no hurts.



Rick Springs, Conveyorman—My first ship was the *C.L. Austin* from Duluth, Minn. to Buffalo, N.Y. On my first trip we went into Superior, Mich. sightseeing.

There was always something fun, but it was hard work.



Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

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

The Best Part of Summer Is Yet to Come—at Piney Point

One of the benefits of membership in the SIU is being able to take advantage of the facilities at the Paul Hall Center for Maritime Training and Education, the complex embodying the Harry Lundberg School of Seamanship in Piney Point, Md.

We are not just speaking here about the educational opportunities available at the school; rather, the relaxing side of life—taking a much deserved vacation.

Seafarers and their families may stay at the Lundberg School for up to two weeks this summer, enjoying the

school's comfortable accommodations, use of recreational activities (fishing, boating, tennis, swimming, exercise room) and three meals a day. And the school's ideal location means an easy drive to many areas of historical importance in the metropolitan Washington, D.C. area.

The daily cost per member is \$40.40. For a spouse or a child, the cost is \$9.45 per day.

Space is still available, so call now to make reservations. The number is (301) 994-0010.

Final Departures

DEEP SEA

FELIPE BUMANGLAG

Pensioner Felipe Bumanglag, 82, passed away April 25. Born in the Philippines, he joined the Marine Cooks and Stewards in 1945 in the port of San Francisco, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters Division (AGLIWD). Brother Bumanglag retired in August 1973.

GIN LUN CHAN



Pensioner Gin Lun Chan, 67, died May 13. A native of China, he joined the Marine Cooks and

Stewards in 1957 in the port of San Francisco, before that union merged with the AGLIWD. Brother Chan began receiving his pension in September 1990.

ALBERT COLES



Pensioner Albert Coles, 70, passed away May 10. Born in Remo, Va., he joined the SIU in 1943

in the port of New York. Brother Coles sailed as a bosun. He retired in November 1983.

MICHAEL COLUCCI

Pensioner Michael Colucci, 66, died May 5. A native of Brooklyn, N.Y., he joined the Seafarers in 1944 in the port of New York. Brother Colucci sailed in the deck department. He also served as a patrolman in New York. He began receiving his pension in November 1975.

JOSEPH CZERWINSKI

Pensioner Joseph Czerwinski, 77, passed away April 15. Born in Torun, Poland, he joined the SIU in 1951 in the port of New York. He sailed as a fireman, oiler, watertender. Brother Czerwinski retired in January 1982.

RAMON ENCARNACION

Pensioner Ramon Encarnacion, 81, died May 11. Born in Puerto Rico, he was a charter member of the union, joining in 1938 in the port of New York. Brother Encarnacion sailed in the engine department, where he taught members how to oil Liberty ships. He began receiving his pension in March 1971.

TOMMY GONZALES



Pensioner Tommy Gonzales, 87, passed away May 2. A native of Mag-singa Locos Sur, in the Philippines,

he joined the Seafarers in 1961 in the port of Seattle. Brother Gonzales sailed as a chief cook. He retired in May 1992.

CHILTON HALL



Pensioner Chilton Hall, 69, died May 4. Born in Alabama, he joined the SIU in 1967 in the port of New York.

Brother Hall sailed in the engine department. He served in the U.S. Navy from 1941 to 1945 and from 1950 to 1954. He retired in August 1991.

PEDRO JIMENEZ



Pensioner Pedro Jimenez, 91, passed away April 11. A Puerto Rico native, he joined the union in 1949

in the port of New York. Brother Jimenez sailed in the engine department. He began receiving his pension in October 1968.

ANDERSON JOHNES



Anderson Johnes, 81, died May 5. Born in Missouri, he joined the SIU in 1940 in the port of Tampa, Fla.

Brother Johnes sailed as a bosun. He served in the U.S. Army from 1943 to 1945.

WILLIAM JONES



Pensioner William Jones, 89, passed away April 5. A North Carolina native, he joined the Marine Cooks and Stewards in 1923 in the port of San Francisco, before that union merged with the AGLIWD. He retired in April 1966.

Brother Jones sailed as a bosun. He served in the U.S. Army from 1943 to 1945.

JAN KACHEL



Pensioner Jan Kachel, 69, died May 7. Born in Poland, he joined the union in

1969 in the port of San Francisco. Brother Kachel last sailed as a QMED aboard the *Sea-Land Patriot*. He began receiving his pension in April 1989.

ALEXANDER LAZORISAK



Pensioner Alexander Lazorisak, 77, passed away April 28. A Pennsylvania native, he joined the Seafarers in 1960 in the port of New York. Brother Lazorisak upgraded at the Lundeberg School frequently. He served in the U.S. Army from 1941 to 1945. He retired in 1982.

Brother Lazorisak upgraded at the Lundeberg School frequently. He served in the U.S. Army from 1941 to 1945. He retired in 1982.

ELDRIDGE MONETTE



Pensioner Eldridge Monette, 77, died May 25. He joined the Marine Cooks and

Stewards in 1955 in his native Louisiana, before that union merged with the AGLIWD. Brother Monette began receiving his pension in February 1979.

MIKKO NUOTIO

Pensioner Mikko Nuotio, 67, passed away April 24. Born in Finland, he joined the SIU in 1968 in the port of San Francisco. Brother Nuotio sailed in the deck department. He upgraded frequently at Piney Point. Brother Nuotio served in the Finnish Army from 1943 to 1945. He retired in January 1992.

CHARLES O'DONNELL



Pensioner Charles O'Donnell, 76, died May 10. A native of Ireland, he joined the union in 1961 in the

port of Seattle. Brother O'Donnell sailed in the engine department. He began receiving his pension in October 1977.

JOSEPH PASINOSKY



Pensioner Joseph Pasinosky, 77, passed away May 14. Born in Pennsylvania, he joined the

Seafarers in 1941 in the port of New York. Brother Pasinosky sailed as a bosun. He retired in December 1965.

SOLON PATERAS



Pensioner Solon Pateras, 88, died May 1. A native of Cyprus, he joined the SIU in 1943 in the port of

Baltimore. Brother Pateras sailed in the deck department. He began receiving his pension in 1970.

MARK PITTMAN



Pensioner Mark Pittman, 83, passed away April 8. Born in Atlanta, he originally was a member of the

Marine Cooks and Stewards, before that union merged with the AGLIWD. He sailed as a cook/baker. Brother Pittman retired in October 1979.

PHILIP SALOWSKY



Pensioner Philip Salowsky, 75, died March 27. A Massachusetts native, he joined the union in

1969 in the port of Boston. Brother Salowsky sailed as a chief cook. He served in the U.S. Army from 1939 to 1948. He began receiving his pension in March 1983.

JUAN SANCHEZ



Pensioner Juan Sanchez, 77, passed away April 4. Born in Puerto Rico, he joined the

Seafarers in 1944 in the port of New York. He sailed as a chief cook. Brother Sanchez received a union personal safety citation in 1960 for sailing aboard an accident-free ship, the *SS Frances*. He retired in September 1979.

MIKOLOJ STRAWINSKI



Pensioner Mikolaj Strawinski, 72, died May 17. A native of Russia, he joined the SIU in 1951 in the port of

New York. Brother Strawinski sailed in the engine department. He served in the Polish merchant marine from 1939 to 1945. He began receiving his pension in March 1986.

WILLIAM TERRELL



Pensioner William Terrell, 69, passed away May 2. Born in West Virginia, he joined the Marine

Cooks and Stewards in 1962 in the port of San Francisco, before that union merged with the AGLIWD. He sailed as a chief cook. Brother Terrell retired in March 1989.

JESSE THRASHER



Pensioner Jesse Thrasher, 68, died May 8. Born in Springfield, Ohio, he joined the Seafarers in

1971 in the port of San Francisco. Brother Thrasher completed the steward recertification course at the Lundeberg School in 1981. He served in the U.S. Navy from 1942 to 1962. Brother Thrasher began receiving his pension in September 1989.

FERNANDO VARGAS

Pensioner Fernando Vargas, 87, passed away April 23. A Puerto Rico native, he joined the union as a charter member in 1939 in the port of New York. Brother Vargas sailed in the engine department. He retired in January 1967.

STEVE VENUS

Steve Venus, 43, died April 16. Born in New York, he graduated from the Lundeberg School in 1969. Brother Venus upgraded frequently at the Lundeberg School. He sailed in the deck department.

STEPHEN WHITE



Stephen White, 45, died January 13. Born in Tacoma, Wash., he joined the union in 1989 in the

port of San Francisco. Brother White sailed in the steward department.

EMMORY WALLACE

Emmory Wallace, 60, passed away May 12. A native of Georgia, he joined the Seafarers in 1968 in the port of Jacksonville,

Fla. He sailed as a fireman, oiler, watertender. Brother Wallace upgraded at the Lundeberg School in 1981. He served in the U.S. Air Force from 1951 to 1953.

BRUNO WOTURSKI



Pensioner Bruno Woturski, 80, passed away May 3. A native of Delaware, he joined the SIU in 1946

in the port of Philadelphia. Brother Woturski sailed in the deck department. He retired in August 1977.

ORIGE WRIGHT



Pensioner Orige Wright, 69, died September 11, 1992. Born in Houston, he joined the Marine

Cooks and Stewards in 1942 in the port of San Francisco, before that union merged with the AGLIWD. Brother Wright retired in 1974.

LARRY YOUNG

Pensioner Larry Young, 74, passed away May 12. A China native, he joined the Seafarers in 1951 in the port of New York. He sailed in the steward department. Brother Young began receiving his pension in July 1986.

INLAND

JOHN CUFF

Pensioner John Cuff, 71, died May 9. He joined the union in 1961 in his native Philadelphia. Boatman Cuff sailed as a captain. He served in the U.S. Navy from 1943 to 1945. Boatman Cuff retired in July 1978.

SIEGFRIED GIBBS



Pensioner Siegfried Gibbs, 59, passed away May 20. Born in North Carolina, he joined the

union in 1961 in the port of Philadelphia. Boatman Gibbs sailed in the engine department. He began receiving his pension in November 1988.

DEMETRIOS GRIVAS



Pensioner Demetrios Grivas, 86, died May 17. A native of Greece, he joined the union in

1956 in the port of New York. Boatman Grivas sailed in the engine department. He retired in May 1970.

DENNIS HOOPER

Pensioner Dennis Hooper, 72, passed away May 26. Born in Kentucky, he joined the union in 1972 in the port of Norfolk, Va. Boatman Hooper sailed as a chief engineer on Allied Towing vessels. He was a veteran of the U.S. Navy, having served during World War II, the Korean Conflict and the Vietnam War. Boatman Hooper began receiving his pension in May 1986.

Lundeberg School Graduating Classes



Trainee Lifeboat Class 511—Graduating from trainee lifeboat class 511 are (from left, kneeling) Robert Bush, Kenneth Stathos, Brian Surhigh, Terry Vicknair, Brian Rotchford, Dupress George, Daren Nash, (second row) Ray Gayton, Bradley Williams, Edgar Valley, Alfredo Arana Jr., Jason Connors, Jeremie Riehm, Martin Krins III, John Parker, Rodney Aucoin Jr. and Casey Taylor (instructor).



Shiphandling—Completing the shiphandling course on May 5 are (from left, sitting) Pat Bawley, Joseph Humphrey, John Brown, (second row) John Lefavour, David Brusco, Charlotte Winstead, (third row) Pedro Frijoles, Albert Wheeler, Jim Brown (instructor).



Tankerman—Completing one of the safety specialty courses on May 4 are (from left, kneeling) Ben Pierciy, Mark O'Neal, Jim Shaffer (instructor), John Meo, Theodore Boehler, (second row) Christopher Regan, Bryon O'Neal, Dannie Card Jr., John Card, Alfred Tinker, Richard Forest, (third row) Harry Lewis, Albert Graul, Kevin Hill, Richard Feague, Foster Watts, Hugh Wheatley, (fourth row) Jeffrey Swain, Richard Robinson and Edward Flynn.



Advanced Firefighting—Completing the advanced firefighting course on May 7 are (from left, first row) Byran Cummings (instructor), Louie Payne, John H. Reber III, Dexter Moore, Mike Croxton, (second row) Bubba Jarvis, Robert L. O'Neal, Thomas Horton, Berry Meekins, (third row) James Busby, Thomas R. Douglas Jr., Thomas B. Claussen, (fourth row) Richard B. Naigle and Richard Morris.



Oil Spill Containment—Graduating from the oil spill containment course on May 27 are (from left, kneeling) Richard Butrim Sr., Gregory Carroll, Alton Hickman, Daniel Hoskins, Brandon Shannon, Joseph Perry, (second row) George Kebelis, John Kissanis, Deniel Butler, Kroeger Iobst, Allan Rogers, Charles Donley, Gerard LaPorte, (third row) John Thompson, Gary Koshland, Keith Reiners, Brian Gelaude, Daniel Johnston, John Miller, (fourth row) Tom Zemianck, Jim Jones, Alfred Herrmann and Jeffrey Stuart.



Refrigeration Systems—Upgrading members of the engine department completing the refrigeration systems course are (from left, front row) Brantley Twiford, Steven Hoskins, Eric Morrison, Michael Hall, Mark Dumas, (second row) James Scanlon, Laurence Croes, Patrick Keenan, Paul Burkhard, Daniel Taggart, Mark Glinka and Eric Malzkuhn (instructor).



Radar—Renewing their radar endorsements on May 21 are (from left, kneeling) Carlton Richardson, Mike Laham, Dennis Goodwin, (second row) Jim Brown (instructor), Warren Blankenship, Don Filoni, Walter Taulman and Aldo Bijazic.



Upgraders Lifeboat—Upgrading graduates of the May 4 lifeboat class are (from left, kneeling) Abdul Hasan, Casey Taylor (instructor), Richard Hollis, (second row) Khamis Mageed, Cornell Charleston, Kathy Shaner, Ronald Drew and Donald Dilley.



Upgraders Lifeboat—Certificates of training were received by the May 13 class of upgraders. They are (from left, first row) Pamela Hagler, Maria Vera, Abdo Ashariki, Aguilio Llorente, (second row) Jake Karaczynski (instructor), Glenn Baker Jr., William Powell and Daniel Taggart.

LUNDEBERG SCHOOL 1993 UPGRADING COURSE SCHEDULE

The following is the current course schedule for classes beginning between August and December 1993 at the Seafarers Harry Lundeberg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve job skills of Seafarers and to promote the American maritime industry.

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

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	September 13 November 8	October 22 December 17
<i>All students must take the Oil Spill Prevention and Containment class.</i>		
Shiphandling	August 23 September 27 November 8	September 3 October 8 November 19
Radar Observer - Unlimited	August 16 September 20 November 1	August 20 September 24 November 5
Celestial Navigation	November 22	December 17
Third Mate	August 30	December 10

Safety Specialty Courses

Course	Check-In Date	Completion Date
Oil Spill Prevention and Containment	August 2 November 8	August 6 November 12
Lifeboatman	August 16 September 13 October 11 November 8 December 6	August 27 September 24 October 22 November 19 December 17
Basic/Advanced Fire Fighting	September 7 November 2	September 17 November 12
Sealift Operations & Maintenance	August 30 October 25	September 24 November 19

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	October 4	November 8

Steward Upgrading Courses

Course	Check-In Date	Completion Date
Assistant Cook, Cook and Baker	All open-ended (contact admissions office for starting dates)	
Chief Cook, Chief Steward	All open-ended (contact admissions office for starting dates)	

Engine Upgrading Courses

Course	Check-In Date	Completion Date
Fireman/Watertender and Oiler	September 27	November 5
<i>All students must take the Oil Spill Prevention and Containment class.</i>		
Pumproom Maint. & Operations	August 16 November 8	September 24 December 17
Basic Electronics	August 30	September 24
Marine Electrical Maintenance II	September 13	October 22
Refrigeration Maint. & Operations	September 13	October 22
Marine Electronics Technician I	September 27	November 5
Marine Electronics Technician II	November 8	December 17
Hydraulics	August 2 September 13	August 27 October 8
Diesel Engine Technology	August 9 November 22	September 3 December 17
Welding	October 25	November 19
Crane Maintenance	November 8	December 17

1992-93 Adult Education Schedule

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

Course	Check-In Date	Completion Date
High School Equivalency (GED)	All open-ended	
Adult Basic Education (ABE)	(contact admissions office for starting dates)	
English as a Second Language (ESL)	(contact admissions office for starting dates)	

College Program Schedule for 1993

FULL 8-week sessions	July 19	September 10
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UPGRADING APPLICATION

Name _____ Date of Birth _____
 Address _____
 Telephone _____

Deep Sea Member Lakes Member Inland Waters Member Pacific

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, which program: from _____ to _____

Last grade of school completed _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

Have you taken any SHLSS Sealift Operations courses? Yes No

If yes, how many weeks have you completed? _____

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

Yes No Firefighting: Yes No CPR: Yes No

Date available for training _____

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 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.

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

I am interested in the following course(s) checked below or indicated here if not listed

<input type="checkbox"/> DECK	<input type="checkbox"/> Marine Electrical Maintenance	<input type="checkbox"/> ALL DEPARTMENTS
<input type="checkbox"/> AB/Sealift	<input type="checkbox"/> Pumproom Maintenance & Operation	<input type="checkbox"/> Welding
<input type="checkbox"/> 1st Class Pilot	<input type="checkbox"/> Refrigeration Systems Maintenance & Operation	<input type="checkbox"/> Lifeboatman (must be taken with another course)
<input type="checkbox"/> Third Mate	<input type="checkbox"/> Diesel Engine Technology	<input type="checkbox"/> Oil Spill Prevention & Containment
<input type="checkbox"/> Radar Observer Unlimited	<input type="checkbox"/> Assistant Engineer/Chief Engineer Motor Vessel	<input type="checkbox"/> Basic/Advanced Fire Fighting
<input type="checkbox"/> Master Inspected Towing Vessel	<input type="checkbox"/> Original 3rd Engineer Steam or Motor	<input type="checkbox"/> ADULT EDUCATION DEPARTMENT
<input type="checkbox"/> Towboat Operator Inland	<input type="checkbox"/> Refrigerated Containers Advanced Maintenance	<input type="checkbox"/> Adult Basic Education (ABE)
<input type="checkbox"/> Celestial Navigation	<input type="checkbox"/> Electro-Hydraulic Systems	<input type="checkbox"/> High School Equivalency Program (GED)
<input type="checkbox"/> Simulator Course	<input type="checkbox"/> Automation	<input type="checkbox"/> Developmental Studies (DVS)
<input type="checkbox"/> ENGINE	<input type="checkbox"/> Hydraulics	<input type="checkbox"/> English as a Second Language (ESL)
<input type="checkbox"/> POWT	<input type="checkbox"/> Marine Electronics Technician	<input type="checkbox"/> ABE/ESL Lifeboat Preparation
<input type="checkbox"/> QMED—Any Rating	<input type="checkbox"/> STEWARD	<input type="checkbox"/> COLLEGE PROGRAM
<input type="checkbox"/> Variable Speed DC Drive Systems (Marine Electronics)	<input type="checkbox"/> Assistant Cook Utility	<input type="checkbox"/> Associate in Arts Degree
	<input type="checkbox"/> Cook and Baker	
	<input type="checkbox"/> Chief Cook	
	<input type="checkbox"/> Chief Steward	
	<input type="checkbox"/> Towboat Inland Cook	

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

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

SEAFARERS LOG



Volume 55, Number 7

July 1993

SEAFARERS: Have you upgraded your skills this year? Page 27 carries a list of courses offered by the Lundeberg School through December. Before the year has come and gone, why not upgrade your skills and enjoy the benefits of higher pay next year when you sail in a higher rating?

TOTE's Northern Lights Begins New Life as a Containership

The SIU-crewed *Northern Lights* began its new life June 3 following a ribbon-cutting ceremony in Tacoma, Wash. Seafarers shipping on the retrofitted vessel, as it made its trek from an Alabama shipyard to Washington state where TOTE is headquartered, expressed their satisfaction with the ship and their fellow crewmembers.

The Totem Ocean Trailer Express (TOTE) vessel will sail on a regular container run between the northwest Washington port and Anchorage, Alaska. The roll-on/roll-off ship had been part of the Ready Reserve Force before TOTE had the vessel refurbished and expanded in a Mobile, Ala. shipyard.

While in the shipyard, the *Northern Lights* underwent a complete overhaul. Originally built in 1974, the vessel was cut apart and a section was added to lengthen the ship to 744 feet long and 92 feet wide. The gross tonnage was increased from 14,770 to 17,527.

Seafarers told Mobile Port Agent Dave Carter they were looking forward to sailing the *Northern Lights* from the yard to its new home on the West Coast.

Bosun Ray Waiters backed up those words when he told Carter, "It's great to be aboard this ship and take her to Washington for her first voyage to Alaska. It should be cooler than the heat and humidity here in Mobile."

Captain Michael J. Kucharski told Carter when he was servicing the vessel, "SIU crews are the best I've ever worked with and I am excited about this new crew."

Steward/Baker Kenneth Whitfield also had praise for his galley gang before the ship set sail from Mobile on May 15.

During the dedication ceremonies in Tacoma, SIU President Michael Sacco told the local dignitaries, company representatives and union officials in attendance the Seafarers were proud to work with TOTE to get the vessel back into service.

"We in the SIU know TOTE as the kind of company where the union and management can work together to get the job done," Sacco noted. "From the point of view of the big picture, Totem Ocean Trailer Express is doing exactly what must be done to build the American merchant marine, and that is to acquire new tonnage—more ships—and to operate these vessels under the good old Stars and Stripes."



Formerly a Ready Reserve Force vessel, the *Northern Lights* was purchased by TOTE, refurbished and expanded and now will sail on a regular container run between Tacoma, Wash. and Anchorage, Alaska. It is operated by SIU-contracted InterOcean Management.



Galley gang members take a break after preparing lunch to pose for a photo. They are (front row) Steward/Baker Kenneth Whitfield, SA Pat Carter, (standing) SA Chris Green and Chief Cook Gnoc Allen.



Crewmembers gather in the galley between shifts. Pictured (left to right) are QMED Demyron Walker, Chief Engineer Keith Jordan, DEU Troy Mitchell and QMED Charles Kennedy.



Heading out on deck to begin the next shift is Bosun Ray Waiters.



Enjoying fresh baked apple pie is SA Jerry Watkins.



DEUs Gabriel Williams (left) and ABs Jeff Saxon (left) and Jeff Cecl Edwards attend union meeting. Englehart wait for lunch.



April Joy Briney

Help Locate This Missing Child

The National Center for Missing and Exploited Children has asked the Seafarers International Union to assist them in locating April Joy Briney.

Missing since August 26, 1992, when she was 16 years old, April Joy Briney left Monticello, Ark. with an adult male and is considered an endangered runaway.

At the time of her disappearance the blonde-haired,

blue-eyed girl was 5 feet 10 inches tall and weighed 160 pounds. (She may since have dyed her hair black.)

Anyone having information on the disappearance of April Joy Briney should contact the National Center for Missing and Exploited Children at (800) 843-5678 or the Missing Persons Unit of the Drew County (Ark.) Sheriff's Office at (501) 367-6211.



SIU President Michael Sacco (left) joins other union, company and city officials at the *Northern Lights* dedication ceremony in Tacoma, Wash. on June 3. AMO Vice President Robert McKay is third from left, while TOTE CEO Robert McMillan holds the ribbon on the right.