

# SEAFARERS LOG



Volume 54, Number 9

September 1992



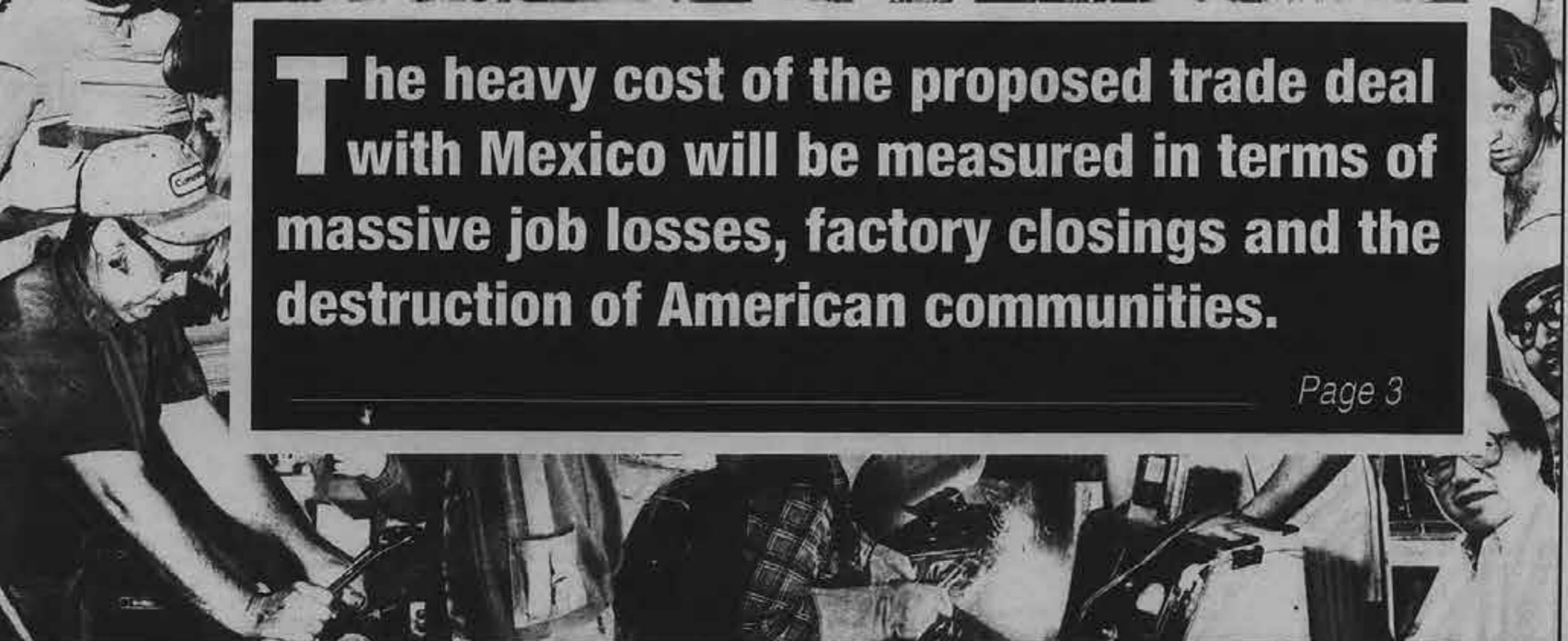
CAROL CROSSAN  
ACCOUNTS SECTION/NEWSP  
STATE HISTORICAL SOCIETY  
816 STATE STREET  
MADISON WI 53706-1482  
650

## What Price 'Free Trade?'



**T**he heavy cost of the proposed trade deal with Mexico will be measured in terms of massive job losses, factory closings and the destruction of American communities.

Page 3



# President's Report

## A Government-Approved Runaway Operation

It is not the mere notion of a free trade agreement with other nations that the American labor movement finds objectionable. The AFL-CIO and its affiliated unions, in particular the unions representing workers in the transportation sector who earn their living moving goods, favor free trade if it is conducted fairly. Trade agreements generally are designed to eliminate tariffs and other government programs which protect domestic interests.

The rub when it comes to the so-called free trade agreement that has just been signed by the governments of the United States, Canada and Mexico, known as the North American Free Trade Agreement or NAFTA, is that this is not fair trade. It is an agreement to encourage American business to move their

operations into Mexico, to use cheaper labor and then send the goods back here for consumption by Americans. This is a plant-switch operation.

It is precisely this use of a free trade agreement to allow a transference of U.S. manufacturing capabilities to Mexico and the sale of the product back to the United States which we in the American labor movement find objectionable. We object to the opportunity of capital to avoid the use of American labor while never taking their eye off the American market, for it will not be Mexican citizens, each of whom has a per capita income of some \$2,000 a year, that will purchase all the goods being manufactured in Mexico by U.S. companies.

Of course there are the many tales by various economists and administration representatives that the trade pact with Mexico will make the world a better place, with high-paying jobs for Mexicans and Americans alike. Then there are other economists who admit there will be several hundred thousand American jobs lost at first, but, they promise, these will be offset later by increased jobs from producing increased goods for the Mexican market.

### Competing for \$4.00 a Day

Such thoughts at best are cold comfort to American workers who are being told that massive layoffs are immediately in store for them. At worst such talk is a cover-up for the fact that allowing U.S. capital to go to Mexico by the billions of dollars not only means job losses in the United States, but it also means decreased wages, as American workers are forced to compete against their Mexican counterparts earning between \$4 and \$10 a day.

And for every economist that predicts a rosy future because of NAFTA, there is another economist who sees in the agreement job losses for both Mexican and American workers.

Frankly, I prefer to evaluate this trade agreement by common sense and our experience in U.S. shipping. Common sense tells us that if a U.S. company owner has a choice between \$10 an hour employees or \$10 a day employees, he will choose the latter. If a U.S. company owner has a choice between meeting U.S. safety, environmental and tax regulations or operating in Mexico with none of those costs, he is bound to choose the latter. If an American company has a chance to increase profits substantially just by moving factories across the border, it will do so. And if the U.S. government officially approves the move, so much the better.

Our experience tells us that capital seeks the cheapest costs and that, given the chance, capital will roam the world looking for the most exploitable labor and least regulated environment. Imagine what U.S. investment will do when what they are looking for—low wages and a regulation-free environment—is just a stone's throw away across the border.

### Who Pays the Price?

In sum, it is American workers, their families and their communities who pay the price for this greed and shortsightedness. The victims of a so-called free trade agreement, or in other words an organized, government-sanctioned runaway operation, are America's workers and their families—the people who produce American goods, the people who pay the taxes, the people who fight America's wars, the people who raise the next generation of leaders and the people who most directly bear the brunt of America's incapable leadership at times, as with the proposed trade deal with Mexico.

Trade must enrich ordinary people, not a few on the top who reserve for themselves the right to the best that the United States has to offer, but who would deny the same to the America's working people. It is only when trade agreements benefit all citizens instead of the few on the capital side of the equation that those of us in the trade union movement can support such pacts.

Volume 54, Number 9

September 1992



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

Communications Department Director and Editor, *Jessica Smith*; Assistant Editor, *Daniel Duncan*; Associate Editor, *Jordan Biscardo*; Associate Editor/Production, *Deborah Hirtes*; Art, *Bill Brower*.

# Congress Faces Full Maritime Agenda When It Returns to D.C. This Month

Several bills affecting the U.S. shipping industry and the people who earn their livelihoods at sea await congressional action as legislators return to Capitol Hill this month following the summer recess.

Hearings, debates and votes are expected to be fast and furious as members of the Senate and House of Representatives try to complete their work and adjourn by Columbus Day (October 12) in order to campaign at home for the November 3 elections.

### Closing a Safety Loophole

Maritime bills include removing a safety loophole that allows inland mariners to sail without Coast Guard documentation, creating a federal policy as proposed by Department of Transportation Secretary Andrew Card Jr. this summer to fund U.S.-flag commercial vessels that could be used by the military in times of emergency and eliminating a proposed "work tax" that could be imposed when merchant mariners acquire or upgrade their merchant mariner documents.

However, congressional attention to these bills could be limited as the legislators still have to pass almost all of the Fiscal Year 1993 packages that fund the federal government—including the Defense Department measure that concerns sealift.

The full House of Representatives almost immediately upon its return is expected to debate H.R. 4394, which would require inland boatmen who sail aboard vessels of more than five gross tons to carry U.S. Coast Guard merchant mariner documents (Z-cards). The bill, which passed the House Merchant Marine and Fisheries Committee on July 1, would close a loophole which has exempted the men and women working aboard tugs and tows in America's inland waterways from carrying Z-cards.

Upon passage by the House, the bill would go to the Senate for action.

### Towards a National Policy

Congress continues to review the maritime reform initiative presented by Card. Both the House and the Senate are working on separate bills sponsored by the chairmen of each chamber's merchant marine committees.

Along with SIU President Michael Sacco, the presidents of

Maritime Bills to Follow in Fall Session of Congress		
Bill/Number	Description	Action by Congress
Inland Documentation/HR 4394	Would require all inland boatmen on vessels of more than 5 tons to hold Coast Guard-issued merchant mariner documents	Passed by House Merchant Marine & Fisheries Committee; full House consideration next
Maritime Reform/HR 5827; S 3047	Would help U.S.-flag companies acquire new vessels and provide payments for up to 74 militarily useful commercial vessels	Mark-up expected to be held in September by House & Senate merchant marine subcommittees
Repeal of Work Tax on Mariners/HR 4693	Would eliminate proposed fees on Coast Guard-issued merchant mariner documents	Marked-up by House Coast Guard Subcommittee; awaiting action by House Merchant Marine & Fisheries Committee
Defense Appropriations Bill/HR 5504	Included with the Defense Department's FY '93 funding bill are \$801.4 million for sealift to purchase or build civilian-crewed military vessels	Passed by House of Representatives; awaiting action by the Senate Appropriations Committee
Cruise to Nowhere Restrictions/HR 5257	Would eliminate foreign-flag cruise ships from sailing out of U.S. ports for gambling junkets with no ports of call	Passed by House Merchant Marine & Fisheries Committee; full House consideration next

eight labor unions representing maritime workers called for rapid enactment of the reform package. Within the reform package are means to help U.S.-flag shipping companies acquire new vessels, including governmental payments for up to 74 militarily useful commercial ships.

While both Card and legislators who serve on maritime committees have stated their hopes to pass the legislation by the end of the year, neither the House nor the Senate have scheduled a mark-up session as of press time. However, spokesmen for both the Senate and House merchant marine subcommittees said session dates would be set when the legislators return to Washington after Labor Day.

### Nixing the Seaman Tax

The House Merchant Marine and Fisheries Committee also has not set a date for further consideration of a bill designed to repeal fees on merchant mariner documents and licenses. The Coast Guard Subcommittee marked up the bill, H.R. 4693, in May for action by the full committee.

The legislation was introduced after the Coast Guard announced it would implement such fees fol-

lowing passage of the Omnibus Budget Reconciliation Act of 1990. The proposed cost to mariners ranges from \$35 for a Z-card with no endorsements to \$135 for an AB or QMED endorsement to \$330 for upper level licenses.

### Looking for Sealift Funds

Appropriation bills fund the federal government for the period October 1, 1992 to September 30, 1993. The House passed the Defense bill (H.R. 5504) on July 2 with \$801.4 million for sealift left intact. Those funds, combined with \$2.7 billion already available, could be used to acquire vessels necessary to satisfy the recommendations of the Mobility Requirements Study based on the actions taken during the Persian Gulf war and issued in January.

A bill to amend the Passenger Service Act to prohibit foreign-flag cruise-to-nowhere voyages awaits action by the House of Representatives. The House Merchant Marine and Fisheries Committee passed the legislation in August. The bill also would codify U.S. Customs Service and court rulings that passenger vessels engaged in the coastwise trade be U.S. built and owned.

## ITB Olive Moore Returns to Great Lakes after Conversion



The tugboat *Olive L. Moore*, shown above with the barge *McKee Sons*, returned to the Great Lakes earlier this season after being fitted with a new twin-rudder ship control system. Operated by Upper Lakes Towing of Escanaba, Mich., and crewed top to bottom with SIU members, the integrated tug/barge hauls salt, stone and ore all over the Great Lakes region. While the *Moore* was built in 1928, the *McKee Sons* recently was converted into a barge from a steamboat hull. Upper Lakes operates one other steamboat that has been converted into a tug/barge—the *Joe Thompson I and II*.



# AFL-CIO Sees Loss Of 500,000 Jobs In New Trade Pact

A trade agreement negotiated by the Bush administration with the governments of Mexico and Canada must be measured in terms of how American workers will fare, according to the AFL-CIO and its affiliated unions, including the Seafarers International Union.

The so-called free trade pact with Mexico and Canada, or the "North American Free Trade Agreement" (NAFTA), which now goes to Congress for ratification or rejection, in theory is designed to reduce trade barriers among the three nations and by that create jobs and prosperity for the citizenry.

Proponents of the pact, which the Bush administration last month announced had been signed by all three countries, also believe it will allow the United States to compete with a unified European market and the economically powerful Japan and other Asian Pacific Rim countries.

While agreeing with the goals of job creation and a strong American economy, opponents of NAFTA—including the AFL-CIO and its affiliated unions, environmental groups, many farmer organizations, among others—believe the pact as it stands now will result in massive lay-offs, more than 500,000 in a few years because of a huge transfer of U.S. capital south of the border. The pact also will result in weakened U.S. communities and a lower standard of living for American workers.

### Looking for Profits

With increased profits as a motive, it is not unnatural for American investment dollars to seek the so-called advantages of setting up production facilities in Mexico. In wages, the 1990 Mexican minimum wage was equivalent to 59 cents per hour. In the United States the federal minimum wage is \$4.25.

The average 1990 manufacturing wage in Mexico is \$1.80, al-

though this is lower in the 2,000-mile area bordering the United States where thousands of American companies have established factories known as "maquiladoras." In the United States the average 1990 manufacturing wage is \$14.77.

Federal, state and local environmental standards, also in-plant safety and health regulations, are far more stringent in the U.S. than in Mexico.

### A Mexican Market?

NAFTA boosters argue job losses in the United States will be made up by the newly-opened Mexican market. This theory contends that U.S. jobs will be created by the need to supply Mexicans with American-made goods.

However, the AFL-CIO has pointed out that a nation with one-third the population of the United States and with a per person per capita income of \$2,010 per year does not make a market of sufficient capacity and unmet needs to generate the more than half a million American jobs that would be lost because of the transfer to Mexico of U.S. manufacturing capability.

### Studies, More Studies

To put Mexico's economy in perspective, it has been noted that businesses in the state of Florida produce as much in goods and services annually as all the businesses in Mexico. And Florida's population is one-seventh of that of Mexico. All told, the Mexican economy has only 5 percent of U.S. buying power.

The Bush administration, in attempting to sell the trade treaty with Mexico to a skeptical American public facing high unemployment and a sputtering economy, has cited several studies by economists to prop up its case. However, for every economist who sees growth and prosperity for the American worker in NAFTA, there is another economist who charts thousands of U.S. job losses and

declining American wages.

The AFL-CIO has noted that the Bush administration is fond of arguing that for every billion dollars of U.S. exports, 20,000 jobs are created. The federation has pointed out that the administration's glowing numbers fail to consider the reverse: For every billion dollars of excess imports to the United States, 20,000 jobs are lost.

The Economic Policy Institute (EPI), a Washington, D.C.-based group of economists, analyzed three of the studies cited by the Bush administration and found them wanting. In an analysis of the three studies, EPI found that the rosy projections for NAFTA were made possible by making two assumptions—first, a full employment economy in the U.S. and second, no transfer of investment from the United States to Mexico.

### One-Seventh of U.S. Wages

By using the same studies and factoring in a small transfer of American investment to Mexico, EPI found a 550,000 job loss for the U.S. and a reduction of U.S. gross domestic product (GDP) of \$36 billion over 10 years.

EPI's report concluded, "... the attraction of Mexico for U.S. manufacturers is not Mexico's small consumer economy, it is the labor force of almost 30 million willing to work for wages that average one seventh of ours in Mexican manufacturing and one fourteenth in maquiladoras."

A group of economists from the University of Massachusetts, Amherst and Skidmore College estimate that NAFTA will force job losses in both Mexico and the United States. This group argues that imported corn from the U.S. and Canada will force 800,000 to 2,000,000 Mexican corn producers into unemployment. Even the 680,000 jobs created by the transfer of U.S. investment to Mexico will not offset these job losses, state the economists. Ad-

*Continued on page 5*

**U.S.** Scenes like these are envisioned by the AFL-CIO as a result of new trade pact with Mexico that will see factories fleeing from the United States. The man pictured above lost his job when the General Motors Fisher Body assembly plant in Flint, Mich. closed in 1987.



**Mexico** In Mexico, if the proposed NAFTA agreement goes into effect, hundreds of U.S. companies will relocate and invest in factories south of the border, making products to sell back in the U.S. Many already have. Pictured above is a General Motors plant in Matamoros, Mexico.

## The 'Brotherhood of the Sea' Comes to Aid of Hurricane Victims

### In Storm, Ships Crewed, Moved to Sea

Relief supplies donated by SIU members from the ports of New York and Jacksonville are arriving in south Florida to help fellow Seafarers who were caught by the destructive force of Hurricane Andrew late last month.

Members and their families have donated boxes of food, water and clothing to help those who suffered losses.

Pensioner Pedro Mena, son AB Ron Mena and family lost everything when the 160-plus mile-per-hour winds destroyed their home in Cutler Ridge, a suburb 10 miles south of Miami. Also, Steward William Robles and his family lost part of the roof of their home in Homestead, Fla., approximately 20 miles south of Miami. Robles has been without

electricity and running water since the storm, but told Port Representative Ambrose Cucinotta, who is based in Dania, Fla., his family is lucky because their home remained standing after the storm.

The first Seafarer-donated supplies from New York arrived in Dania on September 2 and promptly were delivered to the Menas, who told Cucinotta how grateful they were that other members remembered them. "This means a lot to my family and me to know the 'Brotherhood of the Sea' was there when we needed them," Ron Mena said when he saw the relief packages.

Andrew slammed into south Florida during the pre-dawn



Seafarers at the SIU hall in New York pack boxes with food and other items to help hurricane victims. Pictured from left are Bert Macary, John Perez, Saleh Hasson, Larry Brown, John Wolfe and John Halpin.

*Continued on page 6*

## Credentials Committee Reviews Nominations for AGLIWD Ballot

The credentials committee made up of six rank-and-file Seafarers has reviewed all nominating petitions of SIU members seeking office in the 1992 districtwide elections in the union's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD).

The full text of the credentials committee report appears on page 9.

After meeting on August 17 and studying the nomination applications to ensure each candidate had complied with the criteria set out in the SIU's constitution, the credentials committee issued its report, which will be presented to the membership for its approval at the September meetings.

Twenty-eight candidates for 27 ballot positions qualified to run in the election, which takes place November 1 through December 31, reported the credentials committee members who were elected at the August headquarters membership meeting in Piney Point.

Elected to serve on August 3 were Bosun Steve Parr, 41, from the port of New Orleans; AB Woodrow Shelton Jr., 37, from the port of Piney Point; Electrician Jeff McCranie, 31, from the port of Piney Point; QMED John Wong, 53, from the port of San Francisco; Chief Steward Brian Burchette, 25, from the port of Honolulu and Chief Steward Donald Williams, 31, from the port of Jacksonville.

At the August meeting, SIU Secretary-Treasurer John Fay called the election to order for the credentials committee positions.



Studying the petitions filed by various members are (left to right) AB Woodrow Shelton Jr., Chief Steward Brian Burchette, Bosun Steve Parr and Electrician Jeff McCranie.

Members had to present their union books in order to be nominated to the committee. Each person seeking to serve introduced himself to the membership before voting took place with the results being made known immediately.

### All Departments Represented

The AGLIWD constitution establishes guidelines for the credentials committee in Article XIII, Section 2. The committee is to be elected at the port where headquarters is located (Piney Point). Committee membership consists of six full book members composed of two members from each of the three shipboard departments—deck, engine and steward. No elected official or candidate for office is permitted to serve on the committee.

Members seeking the position of president, executive vice presi-



QMED John Wong (left) and Chief Steward Donald Williams review the qualifying petitions submitted by members seeking to run in the 1992 SIU AGLIWD election.

dent, secretary-treasurer, vice president, assistant vice president, one of two headquarters representative positions or one of 10 port agent posts had to submit nominating papers between July 15 and August 15.

## Subic Bay U.S. Naval Operations Move to Guam, Singapore, Japan

All U.S. Navy operations, including Military Sealift Command-Pacific Fleet (MSCPAC) naval support services, are "basically over" at the U.S. military base at Subic Bay in the Philippines, according to a Navy spokesman.

Subic Bay activities have moved to bases throughout the Pacific theater, including Guam, Singapore and Japan. Lt. Ken Ross, who works in the office of the commander-in-chief for the Navy's Pacific Fleet, noted MSCPAC vessels already have been calling on these ports since the withdrawal from the base was announced last September when

the Filipino government refused to extend its lease.

Ross told the *Seafarers LOG* that the withdrawal from Subic Bay is moving ahead of schedule. "Our plans were to have everything—cranes, barges, drydock—moved out before bad weather and typhoons hit (in mid-August)," he said. "That has been done. The move basically is over for MSCPAC vessels."

(The SIU's Government Services Division represents the unlicensed crewmembers aboard MSCPAC vessels.)

Ross added operations in Guam were fully functional while

the post in Singapore is "almost at full strength."

The U.S. government plans to turn over the base to the Philippines on December 16. However, that date could be moved up because of the speed of the withdrawal, Ross added.

Following the eruption of Mount Pinatubo in 1991, the U.S. decided not to rebuild heavily damaged Clark Air Base and to seek an extension on the lease for Subic Bay, which is 50 miles west of Manila. Despite support from former president Corazon Aquino, the Philippine senate rejected the extension.



One of many vessels used to evacuate the Navy base at Subic Bay, the SIU-crewed *Maersk Constellation* loads some of the equipment to be taken from the last American military post in the Philippines.

## Gentry Moore Dies at 67; Was San Fran. Patrolman

Gentry Moore, SIU patrolman in the port of San Francisco and a key figure in the SIU-AGLIWD's merger with the Marine Cooks and Stewards, passed away August 1 after a long bout with cancer. He was 67.

Brother Moore's popularity among Seafarers from all ports and districts and different walks of life was reflected by the swift reaction to news of his passing. For example, the SIU crew aboard the *Sea-Land Developer* immediately sent condolences to his family. (That crew consisted of deck department members H. Gibbs, T. Bryant, K. Shaibi, G. Holland and G. Lusk, engine department members J. Paminiano, J. Ross and R. Llanes, and steward department members M. Baker, L. Pinn, J. Ross and R. Gegenheimer.)

### Joined in 1946

A native of Jackson, Miss., Moore joined the Marine Cooks and Stewards in San Francisco in 1946. He usually shipped out of San Francisco and sailed on the South American runs aboard Moore-McCormick Lines.

Brother Moore became an MC&S official in 1967, then was elected a San Francisco port employee for the SIU in 1978, the year of the merger.

"Gentry Moore was one of the most dedicated, sincere and reliable union representatives I have ever worked with," said George McCartney, SIU vice president West Coast.

Buck Mercer, SIU vice president Government Services Division, knew Moore for 30 years. "He helped everybody,"



Gentry Moore

Mercer said. "He was one of the best. Gentry was a good union official and he got along with everybody—shipowners and merchant mariners alike.

### 'Gave to Maritime Labor'

California State Senator Milton Marks (D), chairman of the California Senate Select Committee on Maritime Industry, wrote in a letter to Gentry Moore's wife, Delores, "Gentry was highly respected... he gave greatly of himself to the maritime labor movement and to the community. It was an honor to have adjourned the Senate in his memory."

In addition to Mrs. Moore, Gentry is survived by four daughters and numerous grandchildren.

Donations in Gentry Moore's memory may be sent to the United Negro College Fund, 500 East 62nd Street, New York, NY 10027.

## Rescues by MSCPAC Vessels Save Two Mariners' Lives

Quick responses by crewmembers aboard two Military Sealift Command-Pacific Fleet (MSCPAC) vessels, whose unlicensed crewmembers are represented by the SIU's Government Services Division, helped save the lives of two mariners earlier this year, the U.S. Navy agency announced last month.

The *USNS Kilauea*, MSC's only ammunition vessel, rescued one of its own sailors who was swept overboard in the southern Pacific in May. Petty Officer Second Class Kenneth C. Normand lost his footing and landed in the sea when the *Kilauea* took a heavy roll to port in the middle of the night.

### Saved by Shipmate

The mishap was seen by a fellow crewmember who immediately alerted the bridge. By the time Normand surfaced, the 564-foot vessel already was a length away.

The *Kilauea*, which is 81 feet wide and has a range of 18,000 nautical miles, turned around and launched a helicopter which pinpointed Normand's location in the ocean. The petty officer was rescued and returned to the ship in a lifeboat. Although he swallowed a large amount of sea water, Normand suffered no significant injuries.

(The *Kilauea* is scheduled to sail to the West Coast at the end of November, marking the first

time in several years the vessel will be in the U.S.)

The other rescue operation was performed by the fleet oiler *USNS Andrew J. Higgins* on Easter (April 19) morning. The ship, which can carry 180,000 barrels of gas turbine and diesel fuel, was conducting underway replenishments for vessels of the U.S. Navy's Seventh Fleet.

### Immediate Medical Care

The 677.5-foot *Higgins*, a Henry J. Kaiser class vessel operating in the western Pacific, received an urgent request for medical assistance for an injured Korean mariner sailing aboard the South Korean merchant ship *Hyundai Nine*. The mariner had suffered a serious injury to an arm when he fell 20 feet the previous day.

The oiler's motor boat transported the injured mariner to the *Higgins* where he received preliminary treatment before a helicopter from the *USS Bunker Hill* took him to a hospital in the Philippines. (The *Higgins'* landing platform for helicopters is usually utilized in conducting vertical replenishment.)

The medical officer for the *Bunker Hill*, Navy Lt. Tony Massey, noted the action taken by the *Higgins'* crew "most likely saved the mariner's arm and possibly his life."

# Pro-Runaway Trade Pact Goes Before Congress in '93

Continued from page 3

ditionally, the movement of American capital to Mexican-based manufacturing will result in a decrease of 290,000 to 490,000 American jobs, they say. These economists estimate American wages will go down because of NAFTA, predicting a decline of 2.3 percent.

## Maquiladoras

The studies showing severe job losses in the United States under NAFTA are backed up by the experience of the maquiladora program. For more than a decade, through government policy, U.S. companies have been encouraged to establish manufacturing factories in Mexico, along the U.S. border. The products from these plants are exported into the United States market at reduced tariffs.

The result of this government-sanctioned program is the relocation of 500,000 American jobs.

While the United States has lost 951,000 manufacturing jobs since the early '80s, the maquiladoras have increased employment from 120,000 in 1980 to now more than 500,000 workers, who earn as little as 50 cents to \$1.25 an hour, including insurance and other benefits.

The explosion of manufacturing sites along the border has given rise to hundreds of boomtowns and squatter communities, filled with cardboard shanties and housing made from scrap wood for the thousands of workers who have come to fill positions building cars, making furniture, assembling tele-communication and electronics components, manufacturing car parts.

Despite living conditions characterized by insufficient and inadequate housing, lack of running water or sewage facilities and spotty electricity, thousands of Mexicans stream into towns along the frontier to take jobs that were once performed in Philadelphia; Cortland, N.Y.; Radford, Va.; Evansville, Ind.; Flint, Mich.; Los Angeles; Springfield,

	U.S.	Canada	Mexico
Population 1990	250,000,000	27,000,000	88,000,000
GNP 1989	\$5233 billion	\$514 billion	\$187 billion
GNP Per Capita 1989	\$21,082	\$19,600	\$2,165
Minimum Hourly Wage 1990	\$4.25	\$3.35	\$0.50 <sup>1</sup>
Manufacturing 1980 Average Hourly Wage	\$13.85	\$13.53	\$1.90 overall .96 Maquiladora
Manufacturing 1997 Average Hourly Wage	\$14.77	\$16.02	\$1.80 overall 1.25 Maquiladora

<sup>1</sup> Weekly minimum wage of 11984.00 pesos, 2960 to dollar rate 2000.00; hourly minimum wage in dollars 0.50. SOURCE: AFL-CIO material from the Economic Commission for Latin America and the Caribbean; AFL-CIO material from the World Development Report, The World Fact Book, DOL, Department of Labor; Embassy of Canada.

Mo.; Baltimore, Md. and so on. The maquiladoras, free of strict environmental standards and free of rigorous enforcement of the nominal regulations that are on the books, dump toxic materials into the air, water and soil. These contaminants pose a threat to all those living on either side of the border.

While the United States has lost hundreds of thousands of jobs, it has gained a pollution nightmare, stemming from the side of the border beyond the reach of American laws.

## Europe's Trade Pact

The AFL-CIO, in testimony to the Congress and in submissions to the United States Trade Representative, notes there is an alternate trade model to follow other than the maquiladora program. For example, the AFL-CIO said, in preparing for free trade and meaningful integration of national economies between the countries of Europe, the European Community (EC) realized a great deal of attention would have to be paid to the gap between so-called "rich" and "poor" European nations.

The EC recognized the economies of Greece, Portugal and Spain, with lower wages than West Germany, France and the United Kingdom, as well as other nations, could drive down living standards across Europe once economic borders came down.

Thus, before the united European market goes into place

at the end of this year, the EC has spent the last 15 years transferring direct government aid to the poorer EC nations designed to raise wages, regularize safety and environmental standards, improve living conditions and generally accelerate development.

## The Future

The AFL-CIO, the SIU and other affiliated unions will be asking Congress to take a second look at the NAFTA agreement when it is considered early next year.

The opponents of NAFTA intend to urge Congress to vote down the Bush administration's NAFTA proposals. Under the "fast track" authority extended to the administration last year by Congress, the legislators now only can accept or reject the proposed agreement. The AFL-CIO also will urge representatives and senators to revise the rules under which trade agreements are debated so the American people will have an opportunity to hear a full airing of all aspects and consequences of the proposed trade treaty with Mexico and Canada.

Additionally, the AFL-CIO will be working with elected officials and other policy-makers to formulate a national trade policy that makes the welfare and security of American workers, their families and their communities and U.S. economic growth its centerpiece.



Jeffrey Scott/Impact Visuals

Workers at Zenith's Springfield, Mo. plant meet for the last time in the employee parking area as the plant is shutting down. In February 1992, these Zenith workers, and 1,500 others, were laid off. The company announced it was moving production to Mexico.



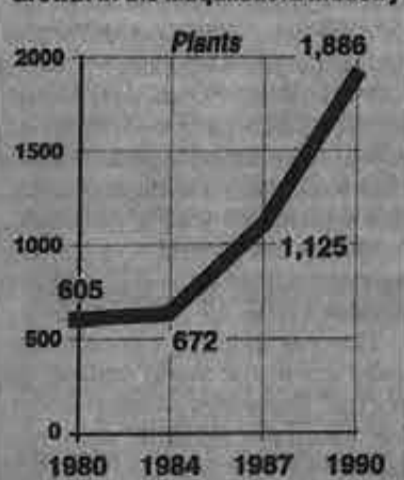
IUE News

Zenith is one of hundreds of U.S. companies that has transferred production to maquiladora plants in Mexico located near the U.S. border. However, Zenith has not transferred its customers. The giant company continues selling its products to Americans.

CONCEPTO	IMPORTE	CANTIDAD	VALOR UNITARIO	IMPORTE
ORDINARIO OBR	48.00	60,400.00	0123	APORT. FONDO A
SEPTIMO DIA		80,000.00	0141	DESPESA
BONO TRANSPORTE		11,400.00	0243	CUOTA SINDICAL
			0344	CUOTA INSS
CUPONES NETO		71,700.00		
		81,760.00		
				PAGO NETO
				81,700.00

A paycheck stub belonging to a Zenith employee nets 71,700 pesos. In February 1990, this was equal to \$26.16 for a 48-hour work week. This maquiladora worker earned 61 cents an hour gross pay.

Growth in the Maquiladora Industry



Source: Tels Plant News and Banco de Mexico

## 'Free Trade' Already Exists, And It's No Paradise



Ernesto Mora/ACTWU

Since the early 1980s, the number of jobs has skyrocketed in Mexican towns and cities near the U.S. border. Bringing hundreds of thousands of Mexican workers to these areas are maquiladoras, the plants established by U.S. companies taking advantage of government offered tariff advantages.

In 1980 there were 605 maquiladora plants employing 120,000 workers. In 1990, 1,886 maquiladoras employed half a million people. At wages as low as 50 cents an hour and as high as \$1.80, living conditions are abysmal. Because the maquiladoras operate free of government environmental and safety regulations, pollution is rampant in streams, the soil and air.



Ernesto Mora/ACTWU



Jim Sain/AFL-CIO NEWS

## SIU Crews Pfeiffer; New, U.S.-Built Containership



Matson Navigation Company's new 714-foot containership *MV R.J. Pfeiffer* departs San Francisco Bay on its maiden voyage to Honolulu.

SIUNA members are crewing the *MV R.J. Pfeiffer*, the first large commercial ship built in the United States since 1987.

The 714-foot *Pfeiffer*, operated by San Francisco-based Matson Navigation Co., late last month completed its maiden voyage from Oakland, Calif. to Hawaii. The building cost was \$129 million and did not include government subsidies.

The ship is named after Matson's chairman and will operate with a crew of 21.

The *Pfeiffer* features a 992-ton diesel engine which is nearly four stories high. Matson's eight other long-haul vessels are less fuel efficient steam-powered ships. The *Pfeiffer's* diesel engine may reduce fuel costs by as much as 40 percent.

The ship's main route will be between Los Angeles and Honolulu. It is expected to make 26 round-trip voyages per year.

The *Pfeiffer* was built at National Steel and Shipbuilding Co. in San Diego. It took two-and-a-half years to complete. (Like all other Matson ships, the *Pfeiffer* is serving only U.S. ports. Therefore, according to provisions in the Jones Act, it is required to be built domestically.)

The unlicensed positions on the vessel will be manned by members of the SIUNA affiliated unions—AGLIWD for the galley crew; Sailors' Union of the Pacific, deck gang; and Marine Firemen's Union for the engine department members.

## Seafarers Launch Donation Drive

Continued from page 3

hours of August 24, crossed the peninsula, entered the Gulf of Mexico, then hit south central Louisiana during the night of August 25-26. While many people lost homes and other possessions in Louisiana, the area is not as populated as where Andrew raced through the Miami suburbs. As of press time, neither the New Orleans nor Houston SIU halls had heard from any members affected by Andrew in Louisiana.

After the storm, "I told the guys we had some members in trouble. They said they wanted to help in a food drive," said Assistant Vice President Kermitt Mangram, who works in the port of New York. "The next day, we had 15 cases of food—rice, beans, peas, water, etc. Everyone participated and some of the local merchants donated."

Before Andrew hit both Florida and Louisiana, the ports of Jacksonville, New Orleans and Houston were busy crewing fast sealift vessels docked in reserve status in their areas. Within 24 hours of notification, New Orleans had crewed the *USNS Regulus* and *USNS Pollux* docked in Gretna, La., while Houston filled the jobs on the *USNS Denebola* and *USNS Algol*. All four ships sailed toward Mexico to wait out the hurricane. While the *USNS Antares* and *USNS Capella* were placed on alert in Jacksonville, they did not have to sail as the storm stayed 350 miles to the south.

The only SIU-contracted vessel directly affected by Andrew was the *Senator*, a Crowley American Transport RO/RO, which was tied up in Port Everglades, Fla. for engine repairs. A reduced crew led by Bosun Donald Wagner helped

secure the ship for the storm.

The *Senator* was moved to where it could ride out the storm on an east/west axis fore and aft. Both anchors were dropped and all available lines were used to tie up the vessel. Preparations took 12 hours, according to Captain Ed Seca.

"All of us on board, and Gwendolyn Shinholster, our steward—everybody helped. The good part is the way people worked together to help," Seca said.

Seca recorded sustained winds between 60 and 80 miles-per-hour with gusts up to 100 during the height of Andrew whose eye passed 35 miles to the south.

The other SIU crewmembers who rode out the storm on the *Senator* included QMEDs Merle Duckworth, Kelly Feldman and Alfred Lane; Wiper Curtis Lang and Steward Assistant Andre Keller.

## General Johnson Retires; Oversaw Transportation Logistics in Gulf War

The man who directed the transportation logistics of the largest rapid military deployment in history has retired from active military duty.

Air Force General Hansford T. Johnson turned over the top job of the U.S. Transportation Command last month to fellow Air Force General Ronald R. Fogleman during ceremonies at Scott Air Force Base, Ill.

Johnson led the command, which controls the movement of U.S. troops and their equipment and supplies, during the Persian Gulf war. In that capacity, he also oversaw the operation of U.S.-flag merchant ships that carried troops and materiel to and from Saudi Arabia coordinated by the Military Sealift Command, which was then headed by Vice Admiral Francis R. Donovan.

Moved to Transcom in '89

A native of Aiken, S.C., Johnson graduated from the Air Force Academy in 1959. He flew 423 combat missions over South and North Vietnam during 1967 and 1968.

After holding numerous positions within the Air Force, Johnson was deputy commander in chief of the U.S. Central Command in 1987. He took over the the military's transportation coordination agency in 1989 and held



Gen. Hansford T. Johnson



Gen. Ronald R. Fogleman

the position until his retirement.

Prior to replacing Johnson, Fogleman served as the head of the Seventh Air Force, deputy commander of U.S. forces in Korea and commander of the joint U.S. and South Korean air command.

'Changing Times'

Born in Juniata County, Pa., he graduated from the Air Force Academy in 1963. Fogleman completed 315 combat missions over southeast Asia between 1968 and 1970. He has served the Air Force in various positions in

the U.S. and Europe.

At the change of command ceremony at the Transportation Command, Fogleman noted, "On my watch, in all likelihood, change will be the hallmark of this command."

"Changes in the world order, changing threat and a changing resource environment demand change in our organizational structure and outlook. We must focus on our new charter and what we are asked to do, what we do best—provide global mobility in support of America's security interests."

## AB Ron Mena Recalls Horror of Andrew



The Menas have begun working on their home since it was struck by Hurricane Andrew. Since the storm, roof shingles have been put back.



A view of the Mena's suburban Miami neighborhood hit by Andrew.

The worst part of living through Hurricane Andrew, according to AB Ron Mena, was not knowing if any of the debris banging and slamming against the house was going to destroy the structure and leave its occupants unprotected.

Mena, an able bodied seaman who most recently sailed on the *Senator*, rode out the storm with its 160-plus mile-per-hour winds on the morning of August 24 in the Miami suburban home of his parents (Pensioner and Mrs. Pedro Mena), then with his aunt next door.

"Because of all my years at sea, the wind did not bother me," Mena told the *Seafarers LOG*. "I was sleeping in a room in my parents' house when the roof started leaking on me. The house was full (of family members), so I moved to my aunt's next door to stay with them because they were scared."

Once the wind started picking up a few hours later, however, the storm's ferocity became apparent. Mena joined the rest of the family under mattresses for protection.

"The doors sounded like they were going to come off. The windows were breaking. We could hear debris smacking the house

and we had no idea what it was."

After the storm had passed by late morning, Mena joined the family and neighbors in assessing the damage. "The neighborhood was destroyed," he said.

While the AB lost only some clothing, his parents fared far worse. "The house is non-livable. It has four walls, but there is no air (conditioning) and electricity. They may not have power for two months. All the furnishings are ruined."

The leak in Mena's room eventually led to the storm tearing the roof off Pensioner Mena's home. The family's satellite dish was found down the road in 10 pieces. His mother's car was damaged badly. A pick-up truck tool bed was found in the Mena's backyard. They have no idea how it got there.

### Collection Under Way At All SIU Halls

Donations of food, water, medicine, money and other useful items for Hurricane Andrew victims are being collected at all SIU halls. Seafarers and their families are urged to bring their donations to a local SIU hall.

The materials collected will go first to brother and sister Seafarers who need the assistance, and next to other trade unionists in the disaster-struck areas.

# Top Performance Awards Go to 7 MSCPAC Ships

The fleet oiler *USNS Andrew J. Higgins* was named the best ship in the Military Sealift Command, Pacific Fleet (MSCPAC) and received the Vice Admiral Roy A. Gano Award for its service in the Persian Gulf during 1991.

Besides receiving the Gano award, which is named for a former Military Sea Transportation Service commander, the *Higgins* was one of seven vessels named as 1991 "Smart Ships" within MSCPAC. These awards are based on a ship's achievements while on assignment as well as during command inspections. Vessels usually compete against other ships performing similar missions. The Gano award is for the most outstanding vessel in MSCPAC.

The other Smart Ship winners were the *USNS Navajo*, *USNS Kawishiwi*, *USNS Kilauaea*, *USNS Observation Island*, *USNS Zeus* and *USNS Mercy*.

The SIU's Government Services Division represents the unlicensed mariners on MSCPAC vessels, including the *Higgins*.

According to MSCPAC, the

*Higgins* and its crew performed beyond the call of duty to earn the award. The vessel left port in July 1990 for a brief deployment in the Indian Ocean, then a trip to Singapore. However, the Iraqi invasion of Kuwait the following month changed that. The fleet oiler was refueling the *USS Independence* and its escorts to allow them to steam into the Gulf of Oman. The ship conducted underway replenishments in the Middle East until it struck an uncharted reef in the North Arabian Sea in January 1991 that put it out of commission for two months.

### Longest Deployment

The *Higgins* returned to the Persian Gulf to assist several U.S. and allied task forces from Kuwait City to the Straits of Hormuz before returning to its homeport in August 1991. Its 380-day deployment is believed to be the longest by any Military Sealift Command vessel.

The *USNS Navajo*, a tugboat, had an active year along the U.S. Pacific coast. It towed the *USS New Jersey* from Long Beach, Calif. to Bremerton, Wash. and



The *USNS Andrew J. Higgins* was named by the MSC the best ship in the Military Sealift Command, Pacific Fleet. The SIU's Government Services Division represents the unlicensed mariners on the *Higgins*.

served as the lead search and recovery platform for the discovery of two Orion aircraft that collided off the coast of San Diego. It also was involved in other towing jobs, including one for oceanographic experiments.

The *USNS Kawishiwi* took the Smart Ship honors for older fleet oilers. In its last full year of operations, the "flag ship of the MSCPAC San Diego fleet," as it is known, provided underway replenishments for Navy vessels training off southern California. It also operated with the *USNS Kitty Hawk* in the Gulf of Tehuantepec off the southern coast of Mexico

and with a destroyer squadron in the Gulf of Alaska.

Besides receiving a Smart Ship designation, the *USNS Kilauaea* also was named the Seventh Fleet's 1991 Logistics Ship of the Year. The vessel provided various battle groups with ammunition during Desert Storm and Desert Shield.

### Aided Disaster Victims

It was caught in Subic Bay when Mount Pinatubo erupted. The ship provided food, water and messages to MSCPAC families in the Philippines during the disaster. Then it participated in the withdrawal from the base.

The *USNS Observation Island* continued to serve as the leader among afloat missile tracking platforms used to verify foreign ballistic missile tests. The vessel was at sea more than 80 percent of its operational time in 1991.

The cable ship *USNS Zeus* was underway more than 300 days in 1991 working in both the Atlantic and Pacific oceans. It is a repeat winner.

By being in the Middle East and ready for whatever casualties may have occurred, the hospital ship *USNS Mercy* also was recognized as a Smart Ship.

## Vice Adm. Butcher Dies; Sought Strong U.S. Fleet



Vice Admiral Paul D. Butcher called for a strong U.S.-shipping capability at 1990 MTD board meeting.

Vice Admiral Paul D. Butcher (Ret.), the second-in-command of the U.S. Transportation Command during the Persian Gulf war, suffered a fatal heart attack August 2 in his Tampa, Fla. apartment.

Butcher, 62, was a leading proponent for a strong U.S.-flag merchant marine. At the 1990 Maritime Trades Department executive board meeting, Butcher warned that the decline in U.S.-flag merchant ships could leave America "incapable of supporting our combatant forces either

for unit equipment or sustainable issues and we'll rent a ship to fight a war."

Prior to serving as deputy commander of the military's transport logistics arm, the West Virginia native was the head of the Military Sealift Command.

Butcher joined the Navy in 1948 as an apprentice seaman. He received his commission as an ensign in 1953 after graduating from Marshall University. He was known as an officer who stood up for his sailors and who wanted to know everyone on his vessels.

He served as the commanding officer aboard the *USS Mosopelea*, *USS Camp*, *USS Josephus Daniels* and *USS Oklahoma City*. He also was the flag officer for Task Forces 73 and 75.

Some of Butcher's shoreside assignments were as commander, Naval Surface Group, Western Pacific and deputy commander-in-chief and chief of staff, U.S. Atlantic Fleet.

After retiring from the Navy last year, Butcher was named chairman of the board and chief executive officer of the American Ship Building Co. in Tampa.

## Capt. L. M. Pivonka to Head MSCPAC

Captain L. Michael Pivonka is the new head of the Military Sealift Command, Pacific Fleet (MSCPAC).

Pivonka succeeds Captain Raymond W. Addicott, who has

led MSCPAC for the last two years. Addicott, a 30-year Navy veteran, retired from service following the change of command.

Prior to taking over MSCPAC, whose unlicensed personnel are

represented by the SIU's Government Services Division, Pivonka held several assignments both at sea and ashore.

He was the commanding officer aboard the *USS Kiska*, *USS San Jose* and *USS Kansas City*.

He served as the aide/flag secretary with the commander of the Naval Surface Group, Western Pacific, later becoming the chief of staff for the same organization.

The native of Kansas joined the Navy in 1964 after completing officer candidate school. Immediately before his assignment at MSCPAC, Pivonka was stationed at MSC headquarters in Washington, D.C. where he headed the Command, Control, Communication and Computer Systems Office.



New MSCPAC commander, Captain L.M. Pivonka, talks with Roy "Buck" Mercer, SIU vice president for government services, during the recent decommission exercises aboard the *USNS Kawishiwi*.

## MSC Commander Donovan Retires; Kalleres Named Successor

The man who directed the largest and fastest sealift in history, Vice Admiral Francis R. Donovan, last month stepped down as commander of the U.S. Navy's Military Sealift Command (MSC). Donovan retired after 40 years with the U.S. Navy.

Vice Admiral Michael P. Kalleres relieved Donovan during a ceremony at the Washington, D.C. Navy Yard on August 17. Kalleres had been serving as commander of the U.S. Second Fleet. Previously, he commanded the Striking Fleet Atlantic and Joint Task Force 120, which operates from Norfolk, Va.

Donovan took command of MSC in March 1990, five months before Iraq invaded Kuwait. In

support of the subsequent Operations Desert Shield and Desert Storm, more than 10 million tons of equipment, supplies, fuel and ammunition were transported by sea. By mid-January 1991, MSC was operating 340 ships around the world, including more than 280 in direct support of Persian Gulf operations.

Ninety-five percent of all supplies and equipment used during the gulf war were transported by sea on MSC-controlled ships.

### Began As a Sailor

Donovan began his Navy career as a sailor recruit in April 1952. He graduated from the U.S. Naval Academy in 1959.

Kalleres has spent much of his career serving aboard cruisers, destroyers and battleships. He commanded the guided missile destroyer *USS Dewey* and two destroyer squadrons.

### Directs 150 Ships

While ashore, Kalleres worked in various Navy financial management and personnel positions. He was chief financial planner for the Navy and director of personnel policy.

As the 19th commander of MSC, Kalleres will direct the operations of more than 150 ships. MSC is the military's sealift arm, coordinating the waterborne transport of materiel for the U.S. Armed Forces.



Vice Admiral Francis R. Donovan, USN, stepped down last month as commander of the Navy's Military Sealift Command.



Vice Admiral Michael P. Kalleres, USN, is the 19th commander of MSC and will direct more than 150 military ships.

# Seafarers: The Time to Register to Vote is NOW!

To Cast Ballot in Nov. 3 General Election, Most States Require Sign-up by Early October

More than half the states and the District of Columbia will close their voter registration books the first week of October, thus keeping anyone not registered by then from being able to vote in the presidential election of November 3.

This election is important to Seafarers and their families in many ways. For the first time in many years, the administration and Congress are working together to establish a national maritime policy—a key factor for future job security.

Additionally, the North American Free Trade Agreement (NAFTA) will be accepted or rejected by the members of the House of Representatives and Senate elected in November. Bills affecting the Jones Act, cargo preference legislation and Alaskan oil are expected to be presented next year that could affect members and their jobs.

Of course, the number one issue facing the newly-elected or re-elected president of the United States and the newly-elected or re-elected congressmen and senators is the worsening U.S. economy—joblessness, inadequate infrastructure, the skyrocketing cost of health care, and more.

### Registration Required

Most states require residents to be registered before they can vote. (The exceptions are Maine, Minnesota, North Dakota and Wisconsin, which allow people to register on election day.) The only cost is a few minutes to fill out the necessary paperwork. In many localities, registration is being done at shopping

centers, grocery stores and libraries as well as voter registration offices.

Besides electing the president and vice president, 35 Senate seats and all 435 members of the House of Representatives are up for election. A total of 12 states, Puerto Rico and American Samoa will be choosing governors.

### Political Action Key

Seafarers have a long tradition of being politically active because the fate of the U.S.-flag merchant marine is affected so directly by elected officials. Through their voluntary contributions to the Seafarers Political Action Donation fund (SPAD), members are able to support candidates for elected office who back U.S.-flag shipping. Seafarers and their families also make their positions known by attending rallies and voting.

### Working with AFL-CIO

Another way Seafarers participate in the electoral process is through the AFL-CIO, the federation of American trade unions.

At the state and local levels, the AFL-CIO provides information on candidates, their views on issues and their voting records to union members through the Committee on Political Education (COPE).

By working with COPE and the Maritime Trades Department, the arm of the AFL-CIO designed to bring together all unions that deal with maritime and maritime-related fields, Seafarers join with other trade unionists in electing candidates who work in behalf of working people and their families.

## State by State Registration and Polling Information

STATE	Registration Deadline for General Election	Residency Requirement	More Information Telephone Number	Senate Race	Number of Congressmen from State	Polling Hours
Alabama	Oct. 23	None	(205) 242-7210	Yes	7	Varies
Alaska	Oct. 4	30 days	(907) 465-4611	Yes	1	7am-8pm
Am. Samoa	Oct. 4	2 years	(684) 633-4962	No	1 delegate	6am-6pm
Arizona	Oct. 5	29 days	(602) 542-8683	Yes	6	6am-7pm
Arkansas	Oct. 13	None	(501) 682-1010	Yes	4	7 or 8am-7:30pm
California	Oct. 5	None	(916) 445-0820	Yes-2	52	7am-8pm
Colorado	Oct. 9	32 days	(303) 894-2680	Yes	6	7am-7pm
Connecticut	Nov. 2	None	(203) 566-3106	Yes	6	6am-6pm
Delaware	Oct. 16	6 months	(302) 739-4277	No	1	7am-8pm
D.C.	Oct. 5	30 days	(202) 727-2534	No	1 delegate	7am-8pm
Florida	Oct. 5	None	(904) 488-7690	Yes	23	7am-7pm
Georgia	Oct. 5	None	(404) 656-2871	Yes	11	7am-7pm
Guam	Oct. 23	None	(671) 477-9791	No	1 delegate	8am-8pm
Hawaii	Oct. 5	None	(808) 453-8683	Yes	2	7am-6pm
Idaho	Oct. 23	30 days	(208) 334-2852	Yes	2	7 or 8am-8pm
Illinois	Oct. 5	30 days	(217) 782-4141	Yes	20	6am-7pm
Indiana	Oct. 5	30 days	(317) 232-3939	Yes	10	6am-7pm
Iowa	Oct. 24	10 days	(515) 281-5865	Yes	5	7am-9pm
Kansas	Oct. 19	15 days	(913) 296-2236	Yes	4	7am-7pm
Kentucky	Oct. 5	30 days	(502) 564-7100	Yes	6	6am-6pm
Louisiana	Oct. 9	None	(504) 389-3940	Yes	7	6am-8pm
Maine	Election Day	None	(207) 289-4189	No	2	6-10am-9pm
Maryland	Oct. 5	None	(301) 974-3711	Yes	8	7am-8pm
Massachusetts	Oct. 6	None	(617) 727-2828	No	10	7am-8pm
Michigan	Oct. 5	None	(517) 373-2540	No	16	7am-8pm
Minnesota	Election Day	20 days	(612) 296-2805	No	8	7am-8pm
Mississippi	Oct. 3	30 days	(601) 359-1350	No	5	7am-7pm
Missouri	Oct. 14	None	(314) 751-3295	Yes	9	6am-7pm
Montana	Oct. 5	30 days	(406) 444-4732	No	1	7am-8pm
Nebraska	Oct. 23	None	(402) 471-2554	No	3	8-8 central 7-7 mountain
Nevada	Oct. 3	30 days	(702) 687-3176	Yes	2	7am-7pm
N. Hampshire	Oct. 24	10 days	(603) 271-3242	Yes	2	6-10am-7pm
New Jersey	Oct. 5	30 days	(609) 292-3760	No	13	7am-8pm
New Mexico	Oct. 6	None	(505) 827-3600	No	3	7am-7pm
New York	Oct. 10	30 days	(518) 474-6220	Yes	31	6am-9pm
N. Carolina	Oct. 5	30 days	(919) 733-2186	Yes	12	6:30am- 7:30pm
North Dakota	No registration	30 days	(701) 224-2904	Yes	1	7am-9am- 7pm-9pm
Ohio	Oct. 5	30 days	(614) 466-2585	Yes	19	6:30am-7:30pm
Oklahoma	Oct. 23	None	(405) 521-2391	Yes	6	7am-7pm
Oregon	Oct. 13	20 days	(503) 378-4144	Yes	5	7am-8pm
Pennsylvania	Oct. 5	30 days	(717) 787-5280	Yes	21	7am-8pm
Puerto Rico	Sept. 14	1 year	(809) 724-4979	No	1 res. comm.	8am-4:30pm
Rhode Island	Oct. 3	30 days	(401) 277-2340	No	2	7am-9pm
S. Carolina	Oct. 3	30 days	(803) 734-9060	Yes	6	7am-7pm
South Dakota	Oct. 19	None	(605) 773-3537	Yes	1	8-8 central 7-7 mountain
Tennessee	Oct. 3	20 days	(615) 741-7956	No	9	varies by county
Texas	Oct. 4	None	(512) 463-5701	No	30	7am-7pm
Utah	Oct. 13	30 days	(801) 538-1040	Yes	3	7am-8pm
Vermont	Oct. 17	None	(802) 828-2464	Yes	1	6-10am-7pm
Virginia	Oct. 3	None	(804) 786-6551	No	11	6am-7pm
Virgin Islands	Oct. 4	90 days	(809) 774-3107	No	1 delegate	7am-7pm
Washington	Oct. 3	None	(206) 753-7121	Yes	9	7am-8pm
West Virginia	Oct. 5	30 days	(304) 345-4000	No	3	6:30am-7:30pm
Wisconsin	Election Day	10 days	(608) 266-8005	Yes	9	7-9am-8pm
Wyoming	Oct. 5	None	(307) 777-7186	No	1	7am-7pm

### Apply Now to Acquire Absentee Ballots

With the November 3 election being only weeks away, Seafarers who know they will not be home that day should apply immediately for absentee ballots.

Before applying, members need to be registered to vote. Members on the beach can apply for an absentee ballot at their local election supervisor or voter registration office in person, over the telephone or by mail. Each state has individual rules regarding when the ballots will be available, which—in most cases—is no more than 30 days before the general election.

Members at sea can apply for an absentee ballot by filling out and mailing the Federal Write-In Absentee Ballot sent to all vessels and SIU halls earlier this year.

To use this form, a Seafarer must meet all the requirements for being a registered voter in his or her legal state of residence. He or she must have requested a regular state absentee ballot early enough so that after mailing, the request is received by the appropriate local official at least 30 days before the election. Finally, voters must be overseas and have a foreign mailing address or an APO/FPO postmark.



# Panel Approves Credentials of Candidates for 27 Union Posts

The credentials committee made up of six rank-and-file Seafarers elected at August membership meetings around the country met last month to review the applications of SIU members seeking union office for the 1993-96 term. What follows is the full text of the committee's report which is being submitted for approval to the SIU membership at this month's meetings.

## Report of Credentials Committee On Candidates for 1992 General Election of Officers, 1993-96 SIUNA, AGLIWD

We, the undersigned members of the Credentials Committee, were duly elected at the regular membership meeting held in Headquarters-Port of Piney Point on August 3, 1992. We have examined the credentials of candidates for elective office or job in the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District for the years 1993-1996, in accordance with Article XI, Section 1, and submit the following report.

Your Committee qualified or disqualified those members who submitted for office based upon the Union Constitution, particularly those provisions contained in Articles XII and XIII. The applicable constitutional provisions are as follows:

### ARTICLE XII - Qualifications for Officers, Assistant Vice-Presidents, Headquarters Representatives, Port Agents, and Other Elective Jobs.

Section 1. Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Assistant Vice-President, Headquarters Representative, or Port Agent provided:

(a) He has at least three (3) years of seetime in an unlicensed capacity aboard an American-flag merchant vessel or vessels. In computing time, time spent in the employ of the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, shall count the same as seetime. Union records, Welfare Plan records and/or company records can be used to determine eligibility; and

(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination; and

(c) He has at least one hundred (100) days of seetime, in an unlicensed capacity, aboard an American-flag vessel or vessels covered by contract with this Union or one hundred (100) days of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction or a combination of these, between January 1 and the time of nomination in the election year, except if such seetime is wholly aboard such merchant vessels operating solely upon the Great Lakes or, if such seetime is wholly aboard tugboats, towboats or dredges and contractual employment thereon is for fixed days with equal amount of days off, he shall have at least sixty-five (65) days of such seetime instead of the foregoing one hundred (100) days; and

(d) He is a citizen of the United States of America; and

(e) He is not disqualified by law. He is not receiving a pension from this Union's Pension Fund, if any, or from a Union-Management Fund to which Fund this Union is a party or from a company under contract with this Union.

(f) He has not sailed in a licensed capacity aboard an American-flag merchant vessel or vessels within 24 consecutive months immediately prior to the opening of nominations.

Section 2. All candidates for, and holders of, other elective jobs not specified in the preceding sections shall be full book members of the Union.

Section 3. All candidates for, and holders of elective offices and jobs, whether elected or appointed in accordance with this Constitution, shall maintain full book membership in good standing.

### ARTICLE XIII - Elections for Officers, Assistant Vice-Presidents, Headquarters Representatives and Port Agents.

Section 1. Nominations. Except as provided in Section 2(b) of this Article, any full book member may submit his name for nomination for any office, or the job of Assistant Vice-President, Headquarters Representative, or Port Agent, by delivering or causing to be delivered in person, to the office of the Secretary-Treasurer at Headquarters, or sending a letter addressed to the Credentials Committee, in care of the Secretary-Treasurer, at the address of Headquarters. This letter shall be dated and shall contain the following:

(a) The name of the candidate.  
(b) His home address and mailing address.  
(c) His book number.  
(d) The title of the office or other job for which he is a candidate, including the name of the Port in the event the position sought is that of Port Agent.  
(e) Proof of citizenship.  
(f) Proof of seetime and/or employment as required for candidates.  
(g) In the event the member is on a vessel, he shall notify the Credentials Committee what vessel he is on. This shall be done also if he ships subsequent to forwarding his credentials.  
(h) Annexing a certificate in the following form, signed and dated by the proposed nominee:

"I hereby certify that I am not now, nor, for the five (5) years last past, have I been either a member of the Communist Party or convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes."

Dated.....  
Signature of Member.....  
Book Number.....

Printed forms of the certificate shall be made available to nominees. Where a nominee cannot truthfully execute such a certificate, but is, in fact, legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

Any full book member may nominate any other full book member in which event such full book member so nominated shall comply with the provisions of this Article as they are set forth herein, relating to the submission of credentials. By reason of the above self nomination provision the responsibility, if any, for notifying a nominee of his nomination to office, shall be that of the nominator.

All documents required herein must reach Headquarters no earlier than July 15 and no later than August 15 of the election year.

The Secretary-Treasurer is charged with safekeeping of these letters and shall turn them over to the Credentials Committee upon the latter's request.

In order to ascertain the meaning of the term "member in good standing" which is used in Article XII, Subsection 1(b), the Committee referred to Article XXIV, Section 9 of our Constitution which reads as follows:

"Section 9. The term 'member in good standing' shall mean a member whose monetary obligations to the Union are not in arrears for thirty (30) days or more, or who is not

under suspension or expulsion effective in accordance with this Constitution. Unless otherwise expressly indicated, the term 'member' shall mean a member in good standing."

Your Committee also referred to Article XXIV, Section 13 for the definition of the term "seetime." This section reads as follows:

"Section 13. The term 'seetime' shall include employment upon any navigable waters, or days of employment in a contracted employer unit represented by the Union."

We also noted in Article XXIV, Section 14, the meaning of the term "in an unlicensed capacity aboard an American-flag merchant vessel or vessels." This portion of the Constitution reads as follows:

"Section 14. The term 'in an unlicensed capacity aboard an American-flag merchant vessel or vessels' shall include persons employed in an unlicensed or licensed capacity aboard dredges, tugboats, towboats and similar vessels used to tow, propel or push barges or other conveyances or assist merchant vessels in docking or undocking, or persons otherwise employed in a contracted employer unit represented by the Union."

After full and careful deliberations, the Committee made its decisions and sent appropriate notification to candidates. The ultimate decisions of this Committee are later set forth. In arriving at these ultimate decisions, the Committee was most concerned with carrying out a stated principle of our Union which is that "every qualified member shall have the right to nominate himself for, and, if elected or appointed, to hold office in this union."

In connection with the foregoing, we have also consulted with the Secretary-Treasurer who, under our Constitution, has the obligation to insure appropriate election procedures as legally required (Article XIII, Section 7). Our Secretary-Treasurer has further consulted with the Union's Counsel as to the law applicable in Union nominations and elections.

The following [see box on this page] is a complete listing of all men who submitted their credentials to the Committee. Their names and the office or job for which they submitted such credentials are listed in the order in which this Committee feels they should be placed on the general ballot, that is, in alphabetical order under the office or job for which they run, and that the Ports, following the Headquarters offices, beginning with Piney Point, be arranged on the ballot geographically, as has been done in the past. After each man's name and book number is his qualification or disqualification, followed by the reason for that decision.

As you will note in the foregoing sections of the Committee's Report, the provisions of the SIU Constitution governing election procedures made it mandatory that one nominee be disqualified. In light of these circumstances, the Committee wishes to call to the attention of all members the necessity of following all requirements and procedures which are established by our Constitution to govern eligibility to candidacy to Union office. However, at this time, the Committee particularly desires to point out the provisions of Article XIII, Section 2(c) of the Constitution, which spell out in detail the right of a disqualified candidate to appeal from the decision of the Credentials Committee and how he does it.

In compliance with Article XIII, Section 2(b) of our Constitution, and in an attempt to give every nominee every consideration and to try to prevent any disqualifications by this Committee, Woodrow Shelton, Book No. S-2538, of the Credentials Committee, remained at the entrance of the Headquarters building of the Union until midnight of Saturday, August 15, 1992, to receive any credentials that might have been delivered either by mail or by hand after the closing of business hours by the Union.

The Committee points out that in

the President's Pre-Balloting Report approved by the membership as per the Constitution and published in the May (and June) Seafarers LOG, the exact offices and jobs for which nominations were to be made was set forth.

In passing upon the credentials for certain of the nominees, this Committee had to make one (1) disqualification, and the following are the details relative to that disqualification:

Gentry Moore, M-8001 - Candidate for Port Personnel.

The Committee received a letter on July 21, 1992 from Gentry Moore, which was dated July 14, 1992, to be a candidate for Port Personnel. Brother Moore was disqualified by the Committee in that no such position exists on the ballot. In addition, since Brother Moore is now deceased, there was no need to advise him of the disqualification.

The Committee received the credentials of William Truax, T-715, and noted that this individual inadvertently omitted to sign the certification submitted with the nomination. The intent to sign it was clearly indicated and, subsequent to receiving notification from the Secretary-

Treasurer's office, a signed certificate was sent and received during the nominations period and thus Brother Truax was deemed qualified to appear on the ballot as a candidate for Detroit-Algonac Port Agent.

The membership can readily see from the foregoing report that your Committee has made every effort possible within the confines of our Constitution to qualify every nominee.

All credentials received as of August 4, 1992, were turned over to the Committee in good order, and those received by mail subsequently, but not later than August 15, 1992, have similarly been furnished to the Committee in good order. All credentials have been examined in strict accordance with the Constitution. Any defect in the credentials disposed of by the Committee has been the sole responsibility of the sender and no person adversely affected by such defect has denied this to the Committee.

Fraternally submitted, Credentials Committee

August 17, 1992

the President's Pre-Balloting Report approved by the membership as per the Constitution and published in the May (and June) Seafarers LOG, the exact offices and jobs for which nominations were to be made was set forth.

In passing upon the credentials for certain of the nominees, this Committee had to make one (1) disqualification, and the following are the details relative to that disqualification:

Gentry Moore, M-8001 - Candidate for Port Personnel.

The Committee received a letter on July 21, 1992 from Gentry Moore, which was dated July 14, 1992, to be a candidate for Port Personnel. Brother Moore was disqualified by the Committee in that no such position exists on the ballot. In addition, since Brother Moore is now deceased, there was no need to advise him of the disqualification.

The Committee received the credentials of William Truax, T-715, and noted that this individual inadvertently omitted to sign the certification submitted with the nomination. The intent to sign it was clearly indicated and, subsequent to receiving notification from the Secretary-

Treasurer's office, a signed certificate was sent and received during the nominations period and thus Brother Truax was deemed qualified to appear on the ballot as a candidate for Detroit-Algonac Port Agent.

The membership can readily see from the foregoing report that your Committee has made every effort possible within the confines of our Constitution to qualify every nominee.

All credentials received as of August 4, 1992, were turned over to the Committee in good order, and those received by mail subsequently, but not later than August 15, 1992, have similarly been furnished to the Committee in good order. All credentials have been examined in strict accordance with the Constitution. Any defect in the credentials disposed of by the Committee has been the sole responsibility of the sender and no person adversely affected by such defect has denied this to the Committee.

Fraternally submitted, Credentials Committee

August 17, 1992

### List of Persons Who Submitted Credentials to the Credentials Committee

<b>PRESIDENT</b>	
Michael Sacco, S-1288 . . . . .	Qualified - Credentials in order.
<b>EXEC. VICE PRESIDENT</b>	
Joseph Sacco, S-1287 . . . . .	Qualified - Credentials in order.
<b>SECRETARY-TREASURER</b>	
John Fay, F-363 . . . . .	Qualified - Credentials in order.
<b>VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT</b>	
Augustin Tellez, T-764 . . . . .	Qualified - Credentials in order.
<b>VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST</b>	
Jack Caffey, C-1010 . . . . .	Qualified - Credentials in order.
<b>VICE-PRESIDENT IN CHARGE OF THE GULF COAST</b>	
Dean Corgy, C-5727 . . . . .	Qualified - Credentials in order.
<b>VICE-PRESIDENT IN CHARGE OF THE WEST COAST</b>	
George McCartney, M-948 . . . . .	Qualified - Credentials in order.
<b>VICE-PRESIDENT IN CHARGE OF THE SOUTHERN REGION, GREAT LAKES AND INLAND WATERS</b>	
Byron Kelley, K-12039 . . . . .	Qualified - Credentials in order.
<b>VICE-PRESIDENT IN CHARGE OF GOVERNMENT SERVICES AND FISHING INDUSTRIES</b>	
Roy A. Mercer, M-25001 . . . . .	Qualified - Credentials in order.
<b>ASSISTANT VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT</b>	
Kermett Mangram, M-2394 . . . . .	Qualified - Credentials in order.
<b>ASSISTANT VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST</b>	
Robert Pomerlane, P-437 . . . . .	Qualified - Credentials in order.
<b>ASSISTANT VICE-PRESIDENT IN CHARGE OF THE GULF COAST</b>	
David Heindel, H-1443 . . . . .	Qualified - Credentials in order.
<b>ASSISTANT VICE-PRESIDENT IN CHARGE OF THE WEST COAST</b>	
Donald Anderson, A-5244 . . . . .	Qualified - Credentials in order.
<b>ASSISTANT VICE-PRESIDENT IN CHARGE OF THE SOUTHERN REGION, GREAT LAKES AND INLAND WATERS</b>	
Anthony Sacco, S-2286 . . . . .	Qualified - Credentials in order.
<b>ASSISTANT VICE-PRESIDENT IN CHARGE OF GOVERNMENT SERVICES AND FISHING INDUSTRIES</b>	
Robert Hall, H-5727 . . . . .	Qualified - Credentials in order.
<b>HEADQUARTERS REPRESENTATIVE</b>	
Leo Bonser, B-1193 . . . . .	Qualified - Credentials in order.
Carl Peth, P-755 . . . . .	Qualified - Credentials in order.
<b>PINEY POINT PORT AGENT</b>	
Edward "Edd" W. Morris, M-1358 . . . . .	Qualified - Credentials in order.
<b>NEW YORK PORT AGENT</b>	
Robert Selzer, S-1258 . . . . .	Qualified - Credentials in order.
<b>PHILADELPHIA PORT AGENT</b>	
Thomas J. Fay, F-514 . . . . .	Qualified - Credentials in order.
<b>BALTIMORE PORT AGENT</b>	
Michael Paladino, P-5581 . . . . .	Qualified - Credentials in order.
<b>MOBILE PORT AGENT</b>	
David Carter, C-12088 . . . . .	Qualified - Credentials in order.
<b>NEW ORLEANS PORT AGENT</b>	
Jose Perez, P-846 . . . . .	Qualified - Credentials in order.
<b>HOUSTON PORT AGENT</b>	
James McGee, M-5945 . . . . .	Qualified - Credentials in order.
<b>SAN FRANCISCO PORT AGENT</b>	
Nick Celona, C-1578 . . . . .	Qualified - Credentials in order.
<b>ST. LOUIS PORT AGENT</b>	
Steve Ruiz, R-1116 . . . . .	Qualified - Credentials in order.
<b>DETROIT-ALGONAC PORT AGENT</b>	
M. Joseph Sigler, S-2101 . . . . .	Qualified - Credentials in order.
William G. Truax, T-715 . . . . .	Qualified - Credentials in order.
<b>PORT PERSONNEL</b>	
Gentry Moore, M-8001 . . . . .	Disqualified - Position of Port Personnel not on ballot, individual since deceased.

# Murmansk Medal Evokes Icy Memories

For retired SIU member Steve Stephens, the medal issued by the former Soviet Union to U.S. merchant mariners who sailed in the convoy runs to Murmansk, U.S.S.R. during World War II evokes memories of a 15-month voyage which included its share of close calls and severe weather.

Stephens was an oiler on the SS *West Gotomska* from February 15, 1942 until May 12, 1943—believed to be the longest voyage of any merchant ship during the war. The journey started with the vessel loading a full cargo of aviation fuel in Houston and then heading for Boston to load deck cargo. "We started without an escort, at a time when German U-boats were sinking ships in sight of the Mississippi River passes leading to New Orleans," noted

Stephens, who sailed from 1940 to 1970 and then worked on the Delta Lines shore gang until retiring in 1985.

### So Close, But So Far

But the *West Gotomska* made an unscheduled stop in New York after recovering the bodies of two men who were fatally wounded in an airplane crash. The men had been flying in a military, land-based plane that was on submarine patrol off the Virginia coast.

Several weeks later, the *West Gotomska*—carrying the aviation fuel in 55-gallon drums, plus crated airplanes and 100 tons of nitroglycerin oil—began a series of frustrating attempts to reach Russia from Reykjavik, Iceland. The first time, storms caused the convoy to scatter and the *West Gotomska* returned to Iceland.

On the second attempt, four days out of Iceland, the convoy again scattered due to bad weather. This time four ships, including the *West Gotomska*, proceeded toward Russia without military escort.

But with the four loaded merchant ships less than two days from Murmansk, an American destroyer rounded up the vessels and put them with a convoy of 15 empty ships leaving Russia and bound for Scotland. "The destroyer was just following orders," Stephens explained. "I guess they didn't want to leave the ships unescorted, but we were so close."

From Scotland, the *West Gotomska* (which still was loaded) became part of a 13-ship decoy convoy which sailed without escorts. "But the Germans didn't buy

it," Stephens recalled. The decoys got through without incident, but the other convoy lost more than half of its 40 ships.

### Decoy Convoy Gets Through

The *Gotomska* finally reached Murmansk in late December, only to discover that the Russians had changed plans and wanted the cargo delivered to Archangel—roughly 400 miles away. Since the White River to Archangel was frozen solid (approximately nine feet thick), the ship two days later unloaded on the ice, about five miles from Archangel.

"We just went as far as we could, but once you stop, you're stuck," said Stephens. "The ship stayed frozen in the ice for over a month. It was a daily target for German bombers, but the Russian planes fought them off. In fact, I



Steve Stephens pins the long-awaited WWII medal on his lapel.

don't know this for certain, but I think some of the planes we transported were used to defend the ship. It wasn't a complex operation to assemble them."

Eventually the *West Gotomska*, which was operated by the Mississippi Shipping Company (later Delta Lines), was bombed free of the ice and returned to New York by way of Liverpool, England.

"Thank God we didn't get hit" while the ship was loaded, Stephens said. "With all of that fuel on board, we wouldn't have had a chance. We would have gone up like a Roman candle."

## Russian Medals to WWII Seamen Finally Issued

Many of the U.S. merchant mariners who applied for commemorative medals originally issued by the Soviet Union for those who sailed in the convoy runs to Murmansk and Archangel during World War II should receive a response very soon.

Earlier this month, the Embassy of the Russian Federation sent letters to approximately 1,300 U.S. mariners who applied and were approved for the medals.

The embassy tentatively plans to conduct two awards ceremonies (for only those mariners already approved): one on either October 7 or October 15 aboard the Liberty Ship *SS George W. Brown* in Baltimore; and the other on December 8 at the Russian Embassy in Washington, D.C.

Mariners who cannot or do not wish to attend either ceremony will receive their medals in the mail.

The letter urges those mariners who have been approved for the medal to contact Mr. Yuri Menshikov, coordinator of the ceremonies, to advise him of their preference of where and when to receive the medals (Embassy of the Russian Federation, 1125 16th Street, N.W., Washington, D.C. 20036, telephone 202/347-4392, fax 202/347-5028).

Those eligible WWII veterans who have not applied for the medal may do so by submitting a written request to the above address.

The interested seaman must provide documentation of service

in World War II and, specifically, evidence of having sailed on vessels engaged in one or more convoys to Murmansk or Archangel. Include the following information: (1) full name and current mailing address; (2) full copy of the merchant marine veterans DD Form 214, "Certificate of Release or Discharge from Active Duty" (which became available when U.S. merchant mariners gained veterans status in 1988); and (3) a list of the name(s) of the vessel(s) sailed on during the convoys to Murmansk or Archangel.

The Russian government also will accept applications that include the above information submitted by the next of kin for a deceased seaman. Any questions should be directed to the above

address.

As those who already have applied for the medals realize, the processing time is lengthy. For example, SIU retiree Steve Stephens received his medal in December 1991—eight months after he applied. However, all applications will be processed, and patience is requested.

## Seafarer Cassidy Makes A 'Pitch' of a Lifetime

SIU member Patrick Cassidy figured that the way to a baseball fan's heart is through the scoreboard.

So, last spring, he popped the question in front of about 10,000 people attending a game in Jacksonville, Fla. Before the bottom of the sixth inning, Cassidy directed his fiancée-to-be's attention to the scoreboard, which flashed the words:

Will you  
Will you  
Will you  
Marry me?

A joyous, stunned Mary Ellen DeForge replied with a tearful "yes." The wedding date is November 14.

### Talk of the Town

Cassidy, a chief cook who this month celebrates his 30th birthday, told a *Seafarers LOG* reporter he never worried about possible glitches in his electronic proposal—such as a rainout or a surprise trip by Mary Ellen to the concession stand. "I never thought about that, and now that you mention it, I'm glad I didn't!" he said.

The unconventional invitation took place April 30, at an exhibition between the Seattle Mariners and one of their minor league affiliates, the Class AA Jacksonville Suns. It made all of the local sportscasts, "and to this day, I still meet people who say they recognize me from TV," Cassidy said.

"I got the idea because Mary Ellen is a baseball fan and she goes to the stadium often," explained Cassidy, who graduated from the Lundeberg School 11 years ago and since then has upgraded twice. "I contacted the owner about using the scoreboard, and they were really nice. Usually, they charge for announcements, but they wouldn't take any money from me.

"They told me they would put



Patrick Cassidy "popped the question" at a baseball game. He and Mary Ellen DeForge will marry November 14.

up the message sometime during the sixth inning. The [public address announcer] asked everyone to pay attention to the scoreboard, but I still had to nudge Mary Ellen and get her to look. She didn't know a thing about it, which is what made it so cool."

Were it not for Cassidy's travels as a Seafarer, he probably never would have met DeForge. "I had been on Maersk ship, and we had a layover in New York," he recalled. "This was in 1989. Mary Ellen and I were in a (hotel) bar, and I first saw her just before I left."

"After I went upstairs, something kept telling me to go back down. I did, and we really hit it off."

Three years later, DeForge, sitting behind the first-base dugout, seemed "in a daze, but happy" after accepting Cassidy's proposal. "We left after the next inning," Cassidy noted. "The game was a blowout."

(Cassidy said he would like to hear from "all my old friends." He can be reached at 904/260-6588, or write to 11247 San Jose Blvd. #922, Jacksonville, FL 32223.)

## AB Somerville's Daughter Wins Wash. Karate Championships

Little did AB Glenn Somerville and his wife, Clarissa, realize when they signed up their daughter Karla for karate classes to overcome her shyness that she would become a state champion in less than four years.

"We are very proud of her," Somerville told the *Seafarers LOG*. "She has won all kinds of medals and awards."

The most recent recognition for Karla was taking two gold medals in the 12-year-old class at the Washington Karate Associa-

tion meet at Edmonds (Wash.) Community College. She won the top award in kumite (self defense) and kata (stances) among her age group.

### Two Gold Medals

"We have been surprised at how she has taken to this," Mrs. Somerville explained. "She was so shy—just like her mom. We wanted to find some activity to make her outgoing."

Karla, who had shown no inclination toward karate, attended her first demonstration at the age

of 9. She then participated in an eight-week class to learn the basics and has not stopped since.

"She works hard at it," Mrs. Somerville added. "She practices at home in front of a full-length mirror for a half hour every day."

That practice comes after attending a 75-minute class four times a week. On top of that, Karla has learned basic Japanese as instructions and commands are issued in that language.

But the hard work has paid off in ways other than the awards, according to her mother. Karla has learned self confidence and discipline. She has made many new friends. And her purple belt is just three stages below karate's highest recognition, the black belt. She also is becoming involved in track.

### Talk of Olympic Material

"Her role model is a 15-year-old with a black belt," Mrs. Somerville noted. "When Karla found out (the role model) had as many problems as she had starting out, learning karate became easier."

Because of the sailing, Glenn Somerville has yet to see his only child in competition. Somerville, who joined the SIU in 1967, did add he would support her whatever she wanted to do. "There has been some talk that she could be Olympic material," the AB noted. "We'll be with her if that's what she wants to do."



AB Glenn Somerville is proud of what his daughter, Karla, has accomplished in less than four years of studying karate.

# Indy Wait Staff Enjoys Diverse Duties

Perhaps the most visible crewmembers for tourists sailing on the *SS Independence* are the SIU waiters and waitresses who work almost around the clock serving food and drinks at the many meals and snacks prepared by the galley.

Members of this crew seem to take whatever comes their way in stride. Whether they are dressed in colorful Hawaiian-style shirts, providing lemonade and iced tea on a dew-covered deck, or in formal attire, asking passengers for their dinner choice in the main dining room, these steward department members keep a smile on their faces as they assist passengers any way they can.

While some crewmembers openly wonder what it would be like to sail on other merchant ships, some have

wandered and returned to the *Independence* or its sister ship, the *SS Constitution*, to circle the Hawaiian Islands.

For the outgoing personality of Waiter Marcus Rowe, returning to the cruise ship where he began his sailing career in 1982 was a natural.

"I've sailed aboard LNG and (Maritime) Overseas (Corporation) vessels," Rowe told a reporter for the *Seafarers LOG*. "But I like being on here."

"I like going back and forth to the same locations and got tired of going from one port to the next on the tankers. But I had to see what it was like," added the port of Philadelphia member and Lundeberg School upgrader.

Others, like newlyweds Brett and Janet Ethridge, have been sailing the "White Ships" for years. Brett

Ethridge has worked his way up to assistant head waiter after sailing for six years. His wife, the former Janet Bindas, has been on board for almost five years. Both noted the fun they have had in meeting new people with each one-week voyage.

"There is a great camaraderie among the crew on the *Indy*," Brett Ethridge said. "We are like family on here. We all take care and watch out for each other."

In fact, Brett and Janet met years ago for the first time as crewmembers on the American Hawaii Cruises vessel. They began dating and got married during the summer.

Then there are the newcomers like Deck/Lounge Steward Lisa Jones, a second generation member who is

*Continued on page 19*



Waitress Margaret Chen serves guests sitting at the Captain's Table.



Head Waiter Cameron Isenmann checks on a table to make sure the meal is perfect.



Removing trays to a station is Assistant Waitress Liz Borrovik.



Taking a passenger's dinner order is Waiter Jonathan Hooper.



Waiter Marcus Rowe stands ready to assist his table with their evening meal.



Waitress Dana Darval offers guests pastries from a large selection.



Bartender Mike MacDonnell prepares several specialty drinks using Hawaii's locally grown fruits.



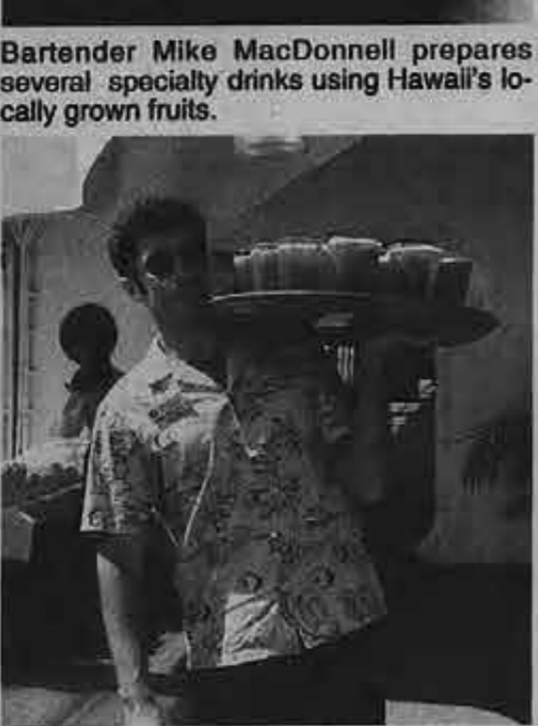
All the items on the menu sound good. Helping a passenger make her final dinner choice is Waitress Dana Darval.



Wine Steward Susan Carlson discusses with passengers which wine would go best with their dinner choice.



Even one of Hawaii's rare, chilly, damp days cannot wipe the smile from Deck/Lounge Steward Lisa Jones' face.



Assistant Waiter Bob Eisert heads for the sun deck with a thirst-quenching tray of iced tea for sunbathing passengers.



Waiter Greg Bain has learned the art of balancing a tray of full soup bowls while the ship gently rocks.



The menu aboard ship changes daily. Reciting the evening's specials is Waiter Marty Carrico in the Palms Dining Room.

# American Republic Crew Is Used To Lots of Docking in Tight Spaces



Checking to see how soon unloading can begin is Conveyorman Rick Springs.

Whereas most deep sea vessels have the "luxury" of turnaround areas, wide-open sea lanes and tugboat assistance when docking, the SIU-crewed *American Republic* gets no such treatment when it docks at the LTV terminal in the Cuyahoga River south of Cleveland.

The navigable portion of the river ends precisely at the iron ore dock where a railroad bridge blocks any further upriver travel. The *American Republic* was built for constant journeys up the Cuyahoga to deliver iron ore pellets at various locations along the winding river.

For deckhands like Joe Hance and David Gapske, the work of docking and undocking is almost non-stop. "Day or night, we have to be ready to tie up or

release the vessel," Hance told a reporter for the *Seafarers LOG*.

The American Steamship Company vessel has one of the shortest round-trips on the Great Lakes—loading in Lorain, Ohio, sailing about 40 miles across Lake Erie to Cleveland for unloading, then returning to Lorain. Depending on river traffic and weather conditions, all of this takes place in approximately 24 hours.

To tie up the 635-footer, Hance and Gapske are lowered to the dock in a landing chair operated by crewmembers on the deck. Once on land, they retrieve the lines tossed by able bodied seamen as the bridge and engineroom crew uses bow and stern thrusters to ease the ship in. Within minutes of tying up, the boom swings over land and offloading begins.



Oiler Dave Cameron checks a valve during bunkering operations.



Deckhands Joe Hance (left) and David Gapske pull a landing line to shore.



Ready to assist with lunch is Porter Yehia Kaid.



Preparing to raise the bunkering flag is AB/Watchman Ron Vandercook.



AB/Watchman Glenn Tate tightens the line securing the ladder.



No meal prepared by Steward Herb Jacobson is complete without dessert as he hands a sundae to AB/Wheelman William Maurer. Jacobson is considered by members as one of the best.



Docking operations are under way as Deckhand David Gapske swings out on the landing chair to handle dockside operations.



With a mighty heave-ho, AB/Wheelman Howard Herold tosses a landing line.



Applying a fresh coat of paint in the engineroom is Wiper Hamid Hizam.

# Breton Crew Hailed as 'Desert Diamond'

The crew, and in particular the SIU galley gang aboard the *Cape Breton* was recognized for its excellent work while the Ready Reserve Force vessel was operating in the Persian Gulf theater in 1991 and 1992.

Commodore C.J. Smith, the commander of the Military Sealift Command Southwest Asia, praised the crew as a "desert diamond," and issued the steward department a certificate of appreciation.

In announcing this special recognition, Smith stated, "During my tenure, I have seen nearly 500 ship arrivals and departures. Few ships have a lasting impression. As with any human enterprise, ships included, the character of the master, officers and crew reflect the impression of the ship."

### 'High Standards'

"As I walked about your ship, I became quickly aware of *Cape Breton's* pride and high standards of performance. From the deck plates to the galley, from the radio room to the engineering spaces, I observed firsthand seasoned sailors at work."

Smith concluded by saying,



The galley crew of the *Cape Breton* received this certificate for their excellent work in the Persian Gulf.

"Your ship will be remembered as one of those ships that performed and participated so very well here in southwest Asia."

Thank you."

Third Cook Leonard Ambrose told the *Seafarers LOG* that he and the rest of the crew did

nothing extraordinary to earn the recognition. "We just performed our duties to the best of our abilities," the graduate of Lun-

deberg School class 398 noted.

"We were pleased and thankful to receive the award. We were the only ship chosen for the (MSC) officers to eat aboard," Ambrose recalled. The commander "enjoyed the way we cooked our meals and was bragging about us."

### Credit to Steward

The *Cape Breton* was docked at Ad Damman, Saudi Arabia for almost all of December 1991. The vessel, operated by American President Lines, had been ferrying ammunition to and from the region.

Ambrose gave a lot of credit for a great galley department to Chief Steward Alton Pinn. "He's a great guy to work for," Ambrose stated. Others serving in the steward department included Chief Cook Joseph Tucker and Steward Assistants Charles Brown and Steve Soofi.

Besides the Seafarers serving in the steward department, SIUNA-affiliated members from the Sailors' Union of the Pacific in the deck department and Marine Firemen's Union in the engine room sail in unlicensed positions aboard the RRF vessel.

## QMED Praises Pless Galley Gang



Chief Steward Tony Piazza (left) and Chief Cook Pat McGee get the steaks smoking on the grill.

Special recognition was given to the steward department aboard Waterman Steamship Corp.'s SIU-crewed *Maj. Stephen W. Pless*.

"I would like to take time out to give a little recognition to a fine SIU steward department," stated QMED "Bud" Tuttle in a letter to the *Seafarers LOG* from the crew and officers aboard ship.

"In keeping with the tradition of well-respected steward departments," he continued, "this new steward department deserves some special recognition. The members are Chief Steward Tony Piazza, Chief Cook Pat "Santos Patricia" McGee, Third Cook George Carter and Steward Assistants Gilbert E. Bonitto and Miguel Castro."

The *Pless*, built in 1982, is a 25,073 dwt RO/RO vessel. She recently docked in the port of Norfolk.

## Shipmates Salute President Grant's Steward Dept.

Crewmembers aboard the SIU-contracted *President Grant* commended the efforts of the ship's steward department.

In a recent union meeting, the *Grant* crew declared, "This is the best steward department we have ever seen. The quality of food, food presentation, menus, service, cleanliness and cooperation are first rate."

The galley gang is comprised of Steward John Holschlag, Chief Cook Laura Cates, Third Cook Carmen Johnson, Crew Messman Wilfredo Rodriguez, Officer Messman Ali Saeed and Officer BR Manuel Cantre.

The American President Lines vessel's unlicensed crew complement is made up of members of the Sailors' Union of the Pacific and the Marine Firemen's Union as well as the SIU.



The steward department poses on the fantail of the *Maj. Stephen W. Pless* during the Fourth of July cookout. They are (from left, front row) Steward Assistants Miguel Castro and Gilbert E. Bonitto, (back row) Chief Cook Pat McGee, Chief Steward Tony Piazza and Third Cook George Carter.

## Seafarers Scholarship Program Accepting Applications

Seven scholarships will be awarded in 1993—and now is the time to start thinking about applying for one of them.

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

### Send for Information

Eligibility requirements for Seafarers and their spouses and unmarried dependents are spelled out in the program booklet. Pensioners are not eligible for the scholarship awards.

The **FIRST** step in the application process is sending away for the 1993 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form (see coupon below).

The **SECOND** step is to start collecting the necessary paper-

work that will need to be sent in at the same time as the application form. This includes an autobiographical statement, photograph, certified copy of birth certificate, high school or college transcript, letters of reference and the results of SAT or ACT scores. **This step will take some time.**

### Act Now

Schools can be very slow in handling transcript requests, so applicants must be sure to put their requests in to those institutions as soon as possible. ACT or SAT exams, which are given approximately six times a year, must be taken no later than February 1993.

The **THIRD** step is to complete the application form, collect all the other necessary paperwork—and return the **entire application package** to the Seafarers Welfare Plan **ON OR BEFORE APRIL 15, 1993.**

Fill out the coupon below to get a copy of the 1993 SIU Scholarship Program booklet—or pick one up at any SIU hall. With the ever-increasing costs of a college education, the applicant in search of high education can't afford not to apply.

Please send me the 1993 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and the application form.

Name \_\_\_\_\_  
 Book Number \_\_\_\_\_  
 Address \_\_\_\_\_  
 City, State, Zip Code \_\_\_\_\_  
 Telephone Number \_\_\_\_\_

This application is for:

Self  
 Dependent

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

## MV Gianella In Historic Mission

# Carrier Fueling at Sea Is 'Flawless'



The aircraft carrier *USS Independence* comes into view out of the Persian Gulf horizon to crewmembers on the *MV Lawrence H. Gianella*.

The *MV Lawrence H. Gianella* and her civilian crew earned a passage in the U.S. military's book of "first times" when a successful underway replenishment (unrep) operation was completed with the aircraft carrier *USS Independence* in the Persian Gulf.

The port-side-to-starboard-side fuel transfers while underway, which took place in late July, is believed to be the first time a civilian-operated tanker has replenished a combatant ship of this class under operational conditions, according to a statement issued by the U.S. Navy's chief of information.

Dan Fowers, the *Gianella's* chief pumpman from March to the end of July, reported to the *Seafarers LOG* that the T-5 tanker "seemed to never stop unreping" when on assignment in the Persian Gulf. The *Gianella* conducted 31 unrep operations for a variety of U.S. Navy vessels, and for ships from allied naval forces, many of which Fowers described as "repeat customers."

### Credit to the Bosun and Chief Mate

The engine department seafarer, who provided the *LOG* with the photos accompanying this article, said the underway fuel transfers proceeded smoothly and expertly, without spilling a drop of oil. Fowers credited Bosun Pete Hulsebosch and Chief Mate Wayne Stoltz for the "top notch" job performed by all *Gianella* hands in the unrep operations.

"Pete's the one who got the whole crew together and taught us all we needed to know," Fowers said. The chief pumpman noted that Hulsebosch not only ran a flawless unrep operation, but also ensured that all shipboard equipment was maintained

and able to perform at peak efficiency. "Pete maintained the probes and hoses and watched over them like a hawk. When he saw anything that needed to be repaired or maintained, he got it done—immediately."

Meanwhile, Stoltz was on deck and was in charge of operations there throughout the unrep operation. He started the pumps and directed Fowers via walkie-talkie, making sure Fowers maintained the proper amount of pressure on the hydraulic system.

### Self-Contained Station

The Ocean Shipholding 615-foot tanker, which is chartered by the Military Sealift Command (MSC), has been fitted with a modular fuel delivery system (MFDS). The Navy developed this system to rapidly modify commercial tankers in emergencies, rendering such ships capable of delivering fuel to underway Navy vessels.

(Under normal conditions, the Navy's fleet oilers provide this service, while the MSC-chartered tankers provide point-to-point shipping service for petroleum products.)

MSC intends to install on five civilian-operated tankers the modular fuel delivery system, which consists of a self-contained fuel station with its own diesel generator, air compressor, winches and other fuel station gear. Typically, says the statement by the Navy's chief of information, two fueling stations are installed on a tanker.

### Refueling the Indy

The system worked when it came to unreping the more than 75,000-ton fully loaded *USS Independence*, reports Chief

Pumpman Fowers. As the Forrestal class aircraft carrier became visible through the murky haze, which seems to characterize Persian Gulf days, the *Gianella* readied the ship for the upcoming unrep.

The crew had been told this would be the first time the 1,086-foot, 33-knot *USS Independence*, which carries 90 aircraft, would be fueled at sea by a non-Navy vessel. "We wanted to do a first class job," said Fowers.

The *Gianella* crew prepared for the underway replenishment operation, to be done in this case from the port side, synchronizing their speed with that of the *USS Independence*.

From the rifle shot sending the first line to the Navy ship, to the tensioning of the span wire and leading of the hoses over the cable, to the pumping of the fuel and maintaining the pressure, to signalling and fire watch standing, all *Gianella* hands executed their duties capably and professionally, said Fowers.

The MFDS equipment used in the *Gianella/USS Independence* unrep allows for a transfer of 3,000 gallons of fuel per hose per minute.

Prior to its six weeks in the gulf, the *Gianella*, which generally is based off Diego Garcia in the Indian Ocean, sailed in Far East and Australian waters. During this period, the 30,000-dwt tanker transferred fuel to the *USNS Andrew J. Higgins*, a 40,000-ton, 677-foot oiler in MSC's Pacific fleet.

## SIU-Crewed *Erna Elizabeth* Paved the Way for Civilian Unrep Operations

The recent record-making underway replenishment mission of the *MV Lawrence H. Gianella* recalls the role of Seafarers in proving that U.S. commercial shipping and its civilian crews are up to the job of conducting non-combat at-sea functions in support of the military.

Early in 1972, the SIU-crewed *SS Erna Elizabeth* became immortalized in military history as the vessel that proved this point.

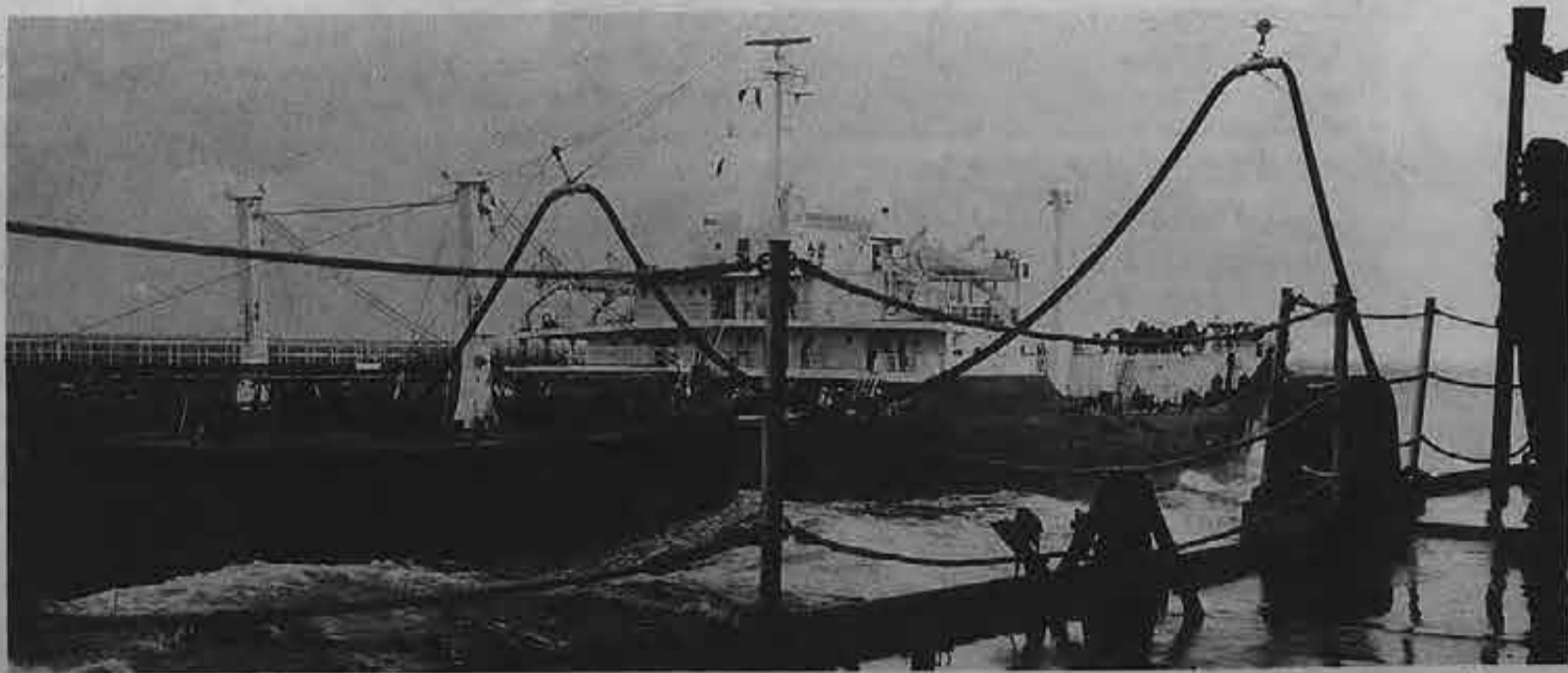
The underway replenishment (unrep) experiment came about after discussions between then Chief of Naval Operations Admiral Elmo N. Zumwalt and Assistant Secretary of Commerce for Maritime Affairs Andrew E. Gibson.

### Could Civilians Do the Job?

It was 1970 and many Navy ships were World War II vintage. Funding for replacement ships, at a time when the nation's defense dollars were being used for an increasingly unpopular Vietnam conflict, would not come easily, the admiral recognized.

Within the U.S.-flag ship sector, it was felt that commercial vessels could perform certain military support services at a low cost to the Navy. Proponents of this line of thinking had their chance to prove the mettle of their theory in a month-long experiment with the *Erna Elizabeth*, the first commercial ship to attempt an underway replenishment, previously only done by Navy fleet oilers, which carried a shipboard crew complement of 300-plus sailors.

The *Erna Elizabeth*, a commercial tanker operated by Hudson Waterways Company, was outfitted with two short, center-



With all lines secured, the *Erna Elizabeth* is the first U.S. commercial vessel with a civilian crew to conduct unrep operations.

line kingposts, one forward and one aft to receive fuel hose rings from Navy ships. The tanker also was equipped with an astern fueling rig, a system developed in WWII by the British so their merchant vessels could transfer petroleum products to small warships.

### 29 Unreps in 24 Days

In 24 days the *Erna Elizabeth*, with her normal operating crew of 41, conducted 29 fuel transfers. Another eight days was spent with the Navy's Sixth Fleet in similar exercises.

The successful experiment helped underscore the effectiveness of using privately-owned and civilian-crewed vessels in

support of the U.S. military and added from there on in the option to the Navy of using commercial craft for underway replenishment operations.

Summing up the exercise, Assistant Secretary Gibson said, in a March 24, 1972 letter to the *Erna Elizabeth* master, "The project was designed to test the hypothesis that a merchant tanker with no prior training or experience could effectively refuel naval ships at sea. The voyage of the *SS Erna Elizabeth* has clearly proven the validity of that hypothesis and has also shown the skills of our merchant crews to be of the caliber needed to do the job in a highly professional manner."



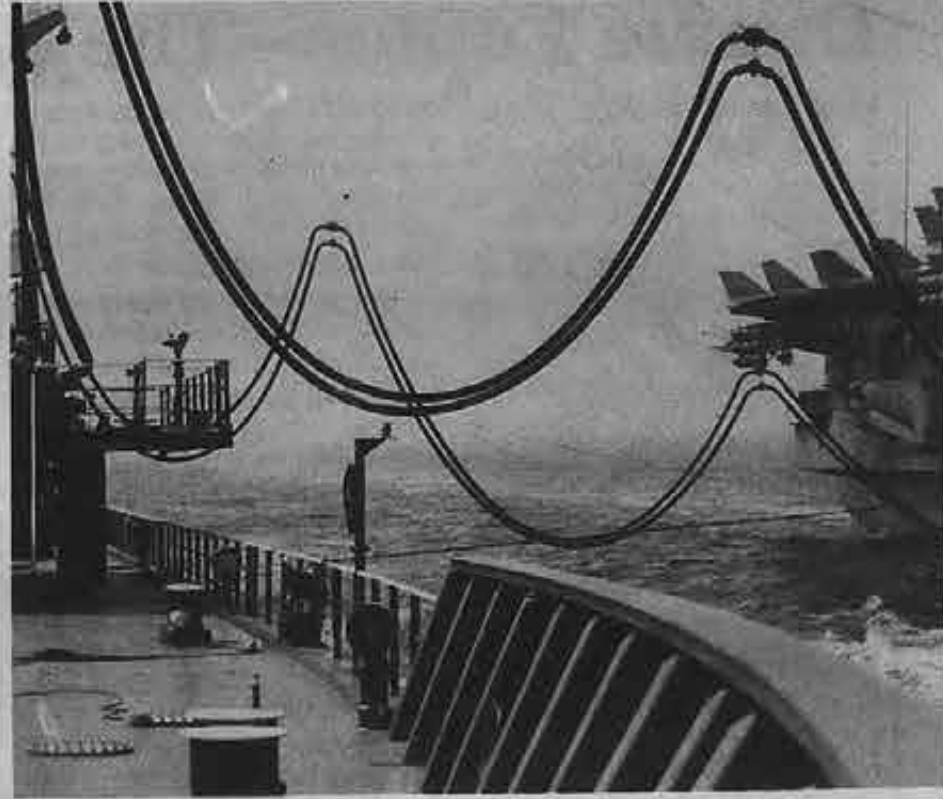
Sailors on the *Indy*, which carries 2,900 in the ship's company and 2,279 in its airwing, await the start of the unrep operation.



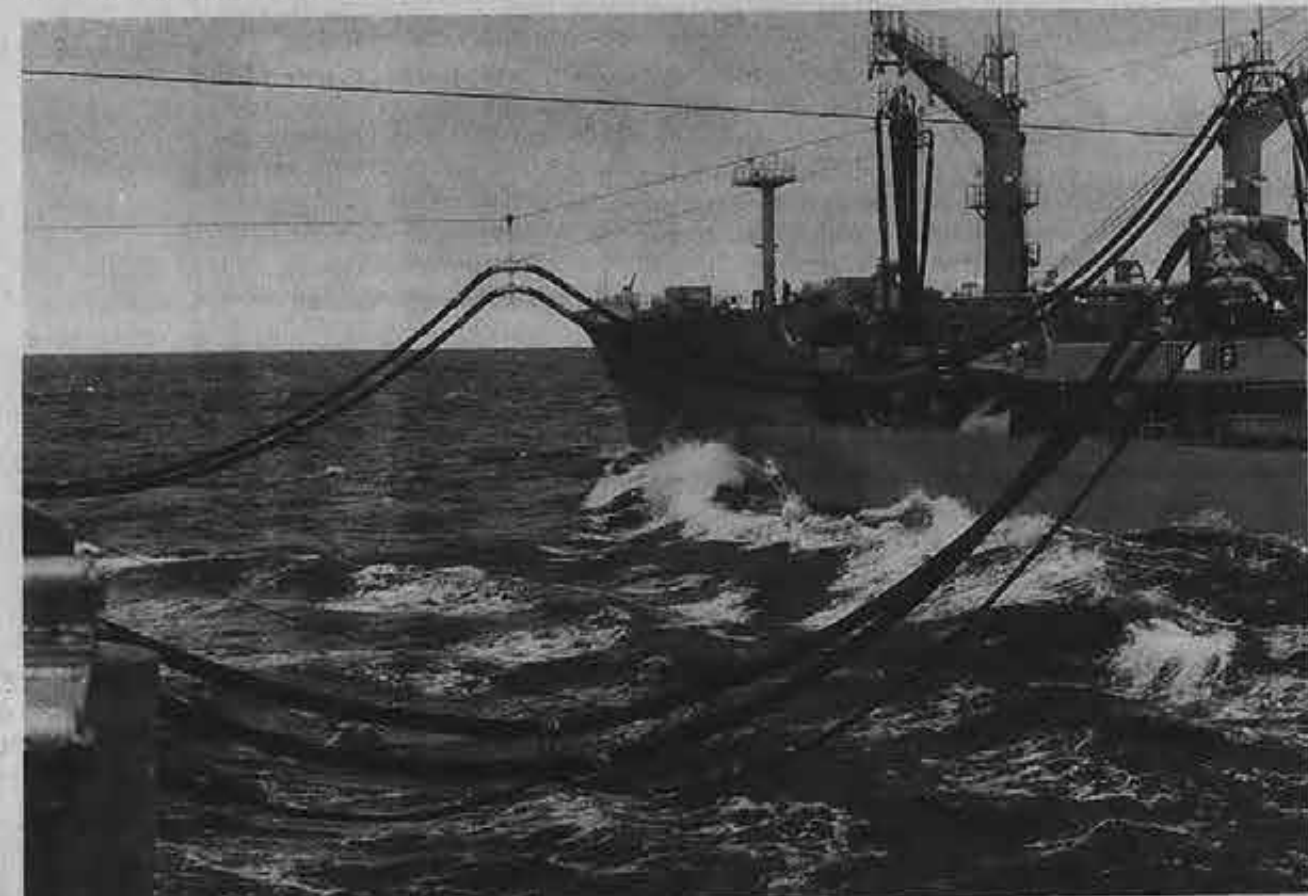
The port side fuel transfer proceeds.



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



The *Gianella*, a T-5 tanker operated by Ocean Shipholding, is the first non-Navy vessel to undertake an underway fuel transfer with the *Indy*.



Moving in perfect harmony with MSC oiler, the *USNS Andrew J. Higgins*, the *Gianella* transfers fuel while operating in Pacific waters.



From left, Third Assistant Jeff Hoffman, QMED Ernest Lacunza, DEU Tony Stallone and First Assistant David Morrow, a long-time member of the *Gianella's* crew, are part of a team which changed a piston inside of a day.



Onboard since April, QMED Joey E. Acedillo, pictured above, has participated in scores of unreps.



Dan Fowers, chief pumpman, takes a quick look at the *Indy* before getting back to his unrep duties.



Chief Engineer George Arsenault (above) and Chief Engineer David Ward (not pictured) have worked on the *Gianella* for years.



It is time for deck department members to do gangway watch at Diego Garcia fuel pier.



While in Diego Garcia, Captain Bill Worth (right) serves as master, and James Carrig is chief mate.



DEU Tony Stallone uses his off-time to try and catch dinner.



"Credit goes to the bosun and chief mate," says QMED Fowers to the *Seafarers LOG*, "for the *Gianella's* top notch unrep operations. Above, Bosun Pete Hulsebosch leads the *Gianella* deck crew to unrep stations.

# Dianne Lupton—The Real Estate Sailor

BY WILLIAM G. WICKLAND



William G. Wickland

The following feature is a true story about a Seafarer, by a Seafarer.

As sailors, most of us understand that the seas take up three-fifths of the surface of the earth, and that very little of that water is actually owned by anybody. On the other hand, when we go home for a vacation we see that there are hardly any empty lots any more, and the former wide-open spaces are filling up with condos and malls.

One sailor has noticed that a little more than most of us.

Dianne Lupton is busy, and has always been busy. Just one indicator is that she is the mother of two grown sets of twins. I met Dianne when each of us were divorced parents, her twins being the same ages as my two kids. We enjoyed some very busy family outings.

We've remained friends since, and she played a major role in getting me out to sea as a steward assistant. And though I never thought I'd become a homeowner again, she's guiding me into that investment.

Long before I met her, Dianne bought her first house at age 19, sold it for profit, and did that six more times. In 1975 she passed Oregon's stiff requirements for a real estate license, and using her homeowner and busy-mom experience, did well finding homes for other families.

"After a while, though, I

noticed that the contractors were making the big money," she told me, "so I hung up the license and did some remodeling with a partner." So she has demonstrated that she knows the game.

But being both smart and curious means that Dianne gets into all sorts of adventures.

In 1986 the kids were well on their way through high school, and Grandma suggested they move into the big house and give Mom an extended vacation. So Dianne went to visit her sister in Hawaii. She decided to see what it was like to work there. Fast-food and maid jobs were a dime a dozen, but Dianne asked for something more.

"You wanna work in Tahiti?" she was asked. "Tahiti? What do I have to do?" It was a waitress job on *The Liberté*, but she would need a passport. That was Tuesday. By Friday she had her passport and had been drug-tested and was gone, "... before I could think twice about it."

On that trip she learned that American Hawaii Cruises also operated the "White Ships" out of Hawaii, and she learned about the union and getting a z-card and about Piney Point and about moving upward in the steward department. Which she did, and she's now a steward.

Dianne knew that I had acquired a z-card in 1960 but had never used it. As a sort of itinerant writer/cabbie/espres-



Dianne Lupton

so-jerk, I had the card as an ace-in-the-hole, with a junior assistant purser endorsement, but pursers had all but disappeared. But in her take-charge way, just as a friend, she actually called me from Tahiti in '86 and urged me to get to the Coast Guard and get updated. I did that much.

She would call or visit when in town, so I followed her rise to steward in amazement, but not surprise. She bugged me to get out to sea, but I was learning computers in a little publishing company in the late '80s, and kept putting it off. Then in '90 I got fed up and left the firm. A few weeks later I had not a clue as to what to do next, and made a wish: "I wish Dianne would get back and take me by the hand and get me out to sea."

Three days later she called. "Bill, this Persian Gulf thing is heating up and this is your best shot at getting out."

"Okay. I want to do it."

"You do? Okay! Do this and do that..."

On my 51st birthday I was told I was on my way to Saudi Arabia. Now I'm a steward assistant on the *M/V Advantage* for Red River Carriers, having the adventure of my life, and almost out of debt.

And Dianne has renewed her real estate license, which is how she earned the nickname "Real Estate Sailor."

So we were both in town this summer, and recently went to a jazz concert in a quiet part of town not yet caught up in the skyrocketing real estate boom. We were, by mistake, a week early for the concert, so we drove around a bit, talking about how this part is going to boom in the next five years. I saw a little place that looked as if I could afford it if it were for sale, and if I were out of debt. Lo and behold! Dianne found out all about it in 24 hours. It is "sort of" for sale, but will probably lie quiet until after my next trip, and would be a good investment.

"You know," Dianne says, "real estate is a great investment for sailors. The right buy can earn more income than a lot of other investments. I'm going to concentrate on finding the right deals for sailors."

So she hung her license with the firm Century 21 for two reasons: they are registered in all of the U.S. and in foreign countries, and they work on a "buddy system" so that when Dianne is out to sea, her working partner can handle the particulars of closing deals here, and affiliates can do the same all over the world.

She took off in early August as relief chief cook on the *Overseas Juneau*. As the run is coastwise from Alaska to California, she'll be able to keep in touch with her partner and her mail. Any sailor who would like to know more about owning a piece of the ground, no matter where it is, might write her at 2318 2nd Avenue, #849, Seattle, WA 98121.

She'll tell you, as she did me, that you should write to your state and federal veterans' offices if you are a vet, because a little paperwork can give you an advantage in home-buying. And

she'll tell you to write to your bank or credit union and, with a little more red tape, get an official "line of credit" so that you know what you can handle and will be ready to move when the right investment pops up, whether it comes from Dianne or from your sister-in-law's hairdresser.

"You know, there is only so much land left for private ownership, and the price has al-

ways gone up. Of course I don't expect to close every sailor's purchase," Dianne says, "but I think that as a group we might have been overlooking land or homes as a way of adding to our retirement packages, and I think the sailors ought to know."

And this sailor can tell you that Dianne Lupton makes red tape turn into blue ribbons. I expect to be a homeowner or landlord by next spring.

## Letters to the Editor

### Medal Purchase Insults Merchant Marine Veterans

In regard to the recent issue [June edition, *Seafarers LOG* article] of new medals for merchant marine veterans of World War II, Korea and Vietnam, I find the fact that they must "buy" the medals earned during the wars to be insulting to their voluntary service to their country. No other service "buys" theirs.

From experience over the years, it is clear that nothing in recognition is given to our merchant marine veterans out of thoughtfulness and gratitude. We have had to fight for any recognition and this continues now.

Some of you will care about this and share my feelings. I also realize that some of you will not care at all.

I do feel that someone should make a comment.

Vernon C. Warren  
New Orleans, La.



### The American Legion Welcomes WWII Merchant Marine Vets

Editor's note: The following letter was written in response to a letter sent by Seafarer Peter Salvo of McKeesport, Pa. to the American Legion.

Thank you for sharing your concern for the treatment of those who served in the merchant marine during World War II. I want you to know that my heart goes out to you and all those who served so valiantly and well without receiving the recognition you earned by your courage and sacrifice.

As your National Commander, I have the unique honor of serving Legionnaires who served in all war eras since 1919. In my travels around this country and abroad, I come in contact with a large number of those members. When discussing the merchant marine with them, I am surprised at how little real knowledge some of these wartime veterans have regarding the contributions made and hardships endured by merchant seamen in World War II.

It has always been my personal conviction that these contributions were the equal of our comrades who served in the other branches of the Armed Forces. Over the years, the American Legion has tried to bring this same point home to our members and the general public through the placement of articles and stories in our magazine.

In 1988, the United States government issued a decision stating that "the service of the group known as the American Merchant Marine in ocean going service during the period of

armed conflict, December 7, 1941 to August 15, 1945 shall be considered active duty for the purposes of all laws administered by the Veterans Administration." The American Legion supported that decision and has welcomed these long overlooked veterans into our ranks ever since.

We have a special letter for membership inquiries from merchant seamen containing instruction on how to obtain the proper certification forms and verify their veteran status. As we receive more information such as you have provided, we will continue to assist in presenting documentation refuting the type of "lies" to which you refer....

I appreciate you taking the time to express your feelings on this important topic with me. Your membership in the Legion is important to all our efforts on behalf of America's veterans. I trust my reply proves to be an appropriate response to your concern.

Dominic D. DiFrancesco  
National Commander  
The American Legion



### Veterans Status Needed For All WWII Seafaring Vets

The following letter, urging continued support of veteran status for WWII merchant mariners, was written to Bill Eglinton, director of vocational education at the Harry Lundeberg School of Seamanship, who sent it to the *Seafarers LOG*.

First, let me thank you and your staff for the support afforded me during my recent schooling at the Lundeberg School. In my opinion, you and your faculty are a credit to our organization.

I'm sure that you will recall that I am very interested in the bill which is again coming before Congress this summer concerning WWII veterans status.

I am not considered a WWII veteran even though I was in training at Sheepshead Bay in Brooklyn, N.Y. before WWII ended, because I had not been assigned to a vessel before the war with Japan ended....

Any assistance or support you can give in helping to get the proper legislation through Congress this year will be greatly appreciated by me. The way Congress has ruled thus far does not seem to me to be fair to myself and a few others who find themselves in this same situation.

Robert Lee McDonald  
West Lake, La.

Editor's note: SIU members are urged to write their congressional representatives asking them for their continued support in extending benefits to all merchant marine veterans of WWII.

### LOG-A-RHYTHM

## On This Ship at Sea

— by David M. Davenport —

David M. Davenport has been sailing with the SIU for three years from the port of Jacksonville. He currently works aboard the *Julius Hammer*.

Here I am on this ship at sea  
Wondering what the hell is wrong with me.  
A beautiful woman back at home  
And I go and leave her all alone.

The waves are saying, "Go back! Go back!  
Why do you leave a woman like that?  
Can't you see she loves you true?  
When you're gone her heart is blue."

Here I am on this ship at sea  
Wondering what the hell is wrong with me.  
I dream at night of holding her close.  
Her touch, her warmth, they mean the most.

During my watch a whale passes by.  
And yells up to me, "Why, oh, why?  
Are you out here alone, far from her arms,  
Her dancing, her beauty and her charms?"

But still I am here on this ship at sea.  
Still wondering what the hell is wrong with me.



# Dispatchers' Report for Deep Sea

JULY 16 — AUGUST 15, 1992

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
<b>DECK DEPARTMENT</b>										
New York	27	20	15	30	9	1	6	47	39	28
Philadelphia	1	9	7	1	3	4	2	1	14	10
Baltimore	5	13	4	2	10	0	1	5	10	9
Norfolk	8	15	8	5	7	4	2	20	22	14
Mobile	10	16	8	8	9	2	1	21	28	19
New Orleans	24	21	10	11	14	3	1	50	35	29
Jacksonville	28	18	17	24	14	9	8	45	26	36
San Francisco	24	20	8	18	16	2	7	50	40	16
Wilmington	24	27	5	17	16	1	4	28	30	16
Seattle	30	27	9	24	18	9	9	43	24	20
Puerto Rico	10	5	1	6	2	2	1	14	5	1
Honolulu	7	10	14	7	8	10	4	7	16	13
Houston	34	21	14	37	33	7	4	39	33	26
St. Louis	1	0	0	1	1	1	0	0	1	1
Piney Point	2	10	2	0	4	2	0	3	16	2
Algonac	0	1	2	0	2	2	0	0	1	1
<b>Totals</b>	<b>235</b>	<b>233</b>	<b>124</b>	<b>191</b>	<b>166</b>	<b>59</b>	<b>50</b>	<b>373</b>	<b>340</b>	<b>241</b>
<b>ENGINE DEPARTMENT</b>										
New York	21	17	8	11	8	2	5	39	25	15
Philadelphia	2	4	6	2	3	2	0	2	5	8
Baltimore	3	6	3	4	4	0	2	5	14	7
Norfolk	6	10	7	2	5	4	2	14	17	7
Mobile	11	17	6	13	10	1	0	13	17	8
New Orleans	16	16	9	15	14	0	4	29	20	18
Jacksonville	10	14	5	12	11	3	2	18	18	11
San Francisco	14	17	3	12	9	2	2	25	33	15
Wilmington	9	11	10	6	7	3	2	14	23	14
Seattle	19	13	7	12	8	3	3	25	15	17
Puerto Rico	7	2	0	3	2	0	1	9	0	0
Honolulu	4	13	15	4	8	10	3	7	15	9
Houston	18	22	2	10	5	6	3	25	30	9
St. Louis	1	2	1	0	0	0	0	1	2	2
Piney Point	5	8	3	0	7	0	1	7	29	7
Algonac	0	1	0	0	0	0	0	0	2	0
<b>Totals</b>	<b>146</b>	<b>173</b>	<b>85</b>	<b>106</b>	<b>101</b>	<b>36</b>	<b>30</b>	<b>233</b>	<b>265</b>	<b>147</b>
<b>STEWARD DEPARTMENT</b>										
New York	17	12	5	13	8	4	8	28	21	5
Philadelphia	3	2	2	2	2	0	2	3	1	3
Baltimore	6	4	0	5	0	0	2	4	4	0
Norfolk	4	6	7	6	0	6	6	7	9	6
Mobile	4	6	2	4	1	2	0	13	13	2
New Orleans	7	5	4	11	3	1	5	16	14	6
Jacksonville	12	8	0	13	5	0	6	18	12	0
San Francisco	50	10	5	24	7	1	18	86	23	5
Wilmington	10	4	2	11	2	0	6	15	9	6
Seattle	29	7	4	19	3	0	5	40	10	4
Puerto Rico	2	1	3	1	1	0	2	2	1	3
Honolulu	10	22	21	5	17	20	37	16	27	19
Houston	11	5	2	9	3	0	0	15	4	3
St. Louis	0	0	1	0	0	1	0	1	0	0
Piney Point	3	14	4	1	5	0	2	10	30	9
Algonac	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>168</b>	<b>106</b>	<b>62</b>	<b>124</b>	<b>57</b>	<b>35</b>	<b>99</b>	<b>274</b>	<b>178</b>	<b>71</b>
<b>ENTRY DEPARTMENT</b>										
New York	15	33	39	10	16	4	0	23	84	97
Philadelphia	1	0	2	0	0	0	0	3	2	7
Baltimore	3	8	1	0	3	0	0	5	17	2
Norfolk	5	10	10	4	5	6	0	6	24	28
Mobile	2	17	9	2	7	0	0	3	32	17
New Orleans	9	24	13	2	8	3	0	14	44	35
Jacksonville	0	16	6	2	14	2	0	1	35	15
San Francisco	20	36	24	12	6	4	0	56	72	55
Wilmington	5	11	5	3	7	3	0	9	23	16
Seattle	7	17	8	7	10	4	0	13	23	19
Puerto Rico	5	4	2	2	3	3	0	10	6	4
Honolulu	3	53	128	3	46	115	0	3	49	145
Houston	3	25	7	5	21	3	0	5	38	15
St. Louis	0	3	1	0	0	1	0	0	6	0
Piney Point	0	30	1	0	23	0	0	0	33	8
Algonac	0	2	0	0	2	0	0	0	4	0
<b>Totals</b>	<b>78</b>	<b>289</b>	<b>256</b>	<b>52</b>	<b>171</b>	<b>148</b>	<b>0</b>	<b>151</b>	<b>492</b>	<b>463</b>
<b>Totals All</b>	<b>627</b>	<b>801</b>	<b>527</b>	<b>473</b>	<b>495</b>	<b>278</b>	<b>179</b>	<b>1,031</b>	<b>1,275</b>	<b>922</b>

\* "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 1,425 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,425 jobs shipped, 473 jobs or about 33 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From July 16 to August 15, 1992, a total of 179 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 17,163 jobs have been shipped.

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

**Piney Point**  
Monday: October 5, November 2

**New York**  
Tuesday: October 6, November 3

**Philadelphia**  
Wednesday: October 7, November 4

**Baltimore**  
Thursday: October 8, November 5

**Norfolk**  
Thursday: October 8, November 5

**Jacksonville**  
Thursday: October 8, November 5

**Algonac**  
Friday: October 9, November 6

**Houston**  
Monday: October 12, November 9

**New Orleans**  
Tuesday: October 13, November 10

**Mobile**  
Wednesday: October 14; Thursday, November 12

**San Francisco**  
Thursday: October 15, November 12

**Wilmington**  
Monday: October 19, November 16

**Seattle**  
Friday: October 23, November 20

**San Juan**  
Thursday: October 8, November 5

**St. Louis**  
Friday: October 16, November 13

**Honolulu**  
Friday: October 16, November 13

**Duluth**  
Wednesday: October 14; Thursday, November 12

**Jersey City**  
Wednesday: October 21, November 18

**New Bedford**  
Tuesday: October 20, November 17

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

### Personals

#### JOSEPH BODIE

Please contact your sister, Senobia Nelson at 675 East 120th Street, Los Angeles, CA 90059.

#### GARY DAHL

Please contact your father at (301) 423-3612, or write to him at 5909 Delta Lane, Suitland, MD 20746.

#### FRANK A. JOHANSON

Please contact Robert Fish at 6000 Ivydene Terrace, Baltimore, MD 21209.

### Four Earn Lundeberg Diplomas



Four more Seafarers have added their names to the roll of members who have received their General Equivalency Diplomas (GED) while studying at the Seafarers Harry Lundeberg School of Seamanship. With Instructor Sheila Schug (center) are (left to right) Mark D. Johnson, Lewis Darwin, Peter Hausmann and Joe Bernieri. Nearly 2,000 Seafarers have obtained their high school equivalency diplomas through the school's GED program.

**Seafarers International Union Directory**

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

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

**ALGONAC**  
520 St. Clair River Dr.  
Algonac, MI 48001  
(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 Kalihii St.  
Honolulu, HI 96819  
(808) 845-5222

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

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

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

**MOBILE**  
1640 Dauphin Island Pkwy.  
Mobile, AL 36605  
(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

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

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

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

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

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

**Dispatchers' Report for Great Lakes**

JULY 16 — AUGUST 15, 1992

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

Port	DECK DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	24	6	0	49	6	0	15	7
Port	ENGINE DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	10	3	0	25	3	0	5	3
Port	STEWARD DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	6	0	0	15	3	0	3	1
Port	ENTRY DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	25	14	0	0	0	0	18	14
<b>Totals All Departments</b>	<b>0</b>	<b>65</b>	<b>23</b>	<b>0</b>	<b>89</b>	<b>12</b>	<b>0</b>	<b>41</b>	<b>25</b>

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

**Dispatchers' Report for Inland Waters**

JULY 16 — AUGUST 15, 1992

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

Region	DECK DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	10	0	0	2	0	0	45	2	0
Gulf Coast	3	0	19	0	1	2	11	5	32
Lakes & Inland Waters	12	0	0	4	0	0	41	1	0
West Coast	0	0	2	0	0	1	2	1	6
<b>Totals</b>	<b>25</b>	<b>0</b>	<b>21</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>99</b>	<b>9</b>	<b>38</b>
Region	ENGINE DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	2	0	0	1	0	0	12	0	0
Gulf Coast	0	0	2	0	0	1	0	0	4
Lakes & Inland Waters	8	0	0	2	0	0	27	4	0
West Coast	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>4</b>	<b>4</b>
Region	STEWARD DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	1	0	0	1	0	0	9	0	0
Gulf Coast	0	0	1	0	0	0	0	0	4
Lakes & Inland Waters	5	0	0	2	0	0	12	0	0
West Coast	0	0	0	0	0	0	1	0	0
<b>Totals</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>4</b>
<b>Totals All Departments</b>	<b>41</b>	<b>0</b>	<b>24</b>	<b>12</b>	<b>1</b>	<b>4</b>	<b>160</b>	<b>13</b>	<b>46</b>

\* "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.

**SUI BULLETIN BOARD**

**VETERANS DAY EVENTS AT THE SOUTH STREET SEAPORT MUSEUM, N.Y.**

New York Seamen Remember World War II—Wednesday, November 11, 3-6 p.m. in the Seamen's Church Institute Auditorium, 241 Water Street. Veteran seamen from New York City offer first hand accounts of their WWII experiences. Free.

New York Port in World War II—Sunday, November 8. Museum programs pay tribute to the merchant seamen who risked their lives in WWII. Period films, tours, demonstrations. Events free with museum admission.

New York Harbor Cruise: Shipping Out in World War II—Sunday, November 8, 11 a.m.-1 p.m. In this Seaport Lines excursion, explore sites where seamen prepared for their pivotal role in the War. \$12, \$10 for seniors, \$6 for children. Purchase tickets at booth.

**SURVIVORS OF THE S.S. ROGER B. TANEY**

Any survivors of the S.S. Roger B. Taney, a Liberty Ship operated by Waterman Steamship Co. that was sunk on Sunday, February 7, 1943 in the South Atlantic Ocean, are asked to contact James L. Tucker.

Tucker was the bosun aboard ship. He notes that two lifeboats got away, and he is particularly interested in hearing from anyone on the No. 2 boat with him. "We were picked up 42 days later off the Coast of Brazil and were put in the hospital the next day in Santos, Brazil."

Tucker is hoping to hear from survivors in order to plan a 50 year reunion next February or March.

Survivors may write to James L. Tucker at P.O. Box 374, Kenansville, N.C. 28349, or may call him at (919) 293-7955.

**CALLING ALL TUGBOAT ENTHUSIASTS**

A group dedicated to the preservation of the American tugboat industry invites interested individuals to join. Organized in 1990, the Tugboat Enthusiasts Society of America (TES) chronicles the industry—both its history and its current status.

The organization publishes a quarterly newsletter entitled *Tug Bits*, which covers tug-building news, anecdotes of tug history, book reviews, tug model building tips, photographs and other articles related to tugboats and their crews.

The group's chairman, Joseph P. DeMuccio, the son of a tugboatman, urges interested parties to contact him at: TES, 308 Quince Street, Mount Pleasant, S.C. 29464. Membership dues are \$25.00 annually.

**CORRESPONDENCE WITH 1968 PINEY POINT GRADS**

Gordon Anderson graduated from Piney Point on February 14, 1968. He would like to correspond with members of his class or anyone else who attended Piney Point around that time.

Interested grads may write to him at 2732 Valencia, San Bernardino, CA 92406.

## Indy Wait Staff on the Go With Safety and Service Duties

Continued from page 11

beginning her maritime career on the *Independence*. The daughter of Steward Lonnie Jones stated she plans to build up her seetime on the cruise ship so she will be able to upgrade at the Lundeberg School and move up through the steward department.

Besides all the time and effort members use in dealing with passengers, working in the galley and handling food, they also are

involved in safety drills aboard the ship. Waiters and waitresses can be found at the various lifeboat stations with their assignments ranging from lowering the lifeboats to checking the roll to account for all passengers in their station.

Whether they move up the galley ladder on the passenger ships or transfer their craft to tankers and container ships in the SIU-contracted fleet, the skills acquired on the *Independence* become invaluable as they continue their maritime careers.



Deck/Lounge Steward Kimberly Cazaropoul works to release a block during lifeboat drills.



Welcoming guests to the Palms Dining Room is Maitre d' Michael Lammers.



Deck/Lounge Steward Debra White offers a drink to a passenger.



Helping during the weekly lifeboat drill is Waiter Steve Han.



The lounge crew of (left to right) Bartender Robert Edward Brock, Deck/Lounge Stewards Debra Gardiner, Julie Konas, Kathleen Hodgens, Cheryl Rhodes and Robert Barron and Bartender Mickie Frederick pose before a shift.



Giving the Hawaiian good luck sign is Assistant Waiter Henry Commager.



Assistant Waiter Harry Galdeira gets ready to set up deck tables near swimming pool.



Waiting to clean one of his stations is Waiter Donald Dobras.



Janet and Brett Ethridge offer a variety of desserts to hungry passengers on sundeck.



The dining room crew welcomes passengers aboard with a group singing of "Aloha."

## Digest of Ships Meetings

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

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

**INGER** (Sealift, Inc.), May 31 — Chairman Theodore Bush, Secretary Vincent Sanchez Jr., Deck Delegate Kenneth Moore, Engine Delegate W. Marino, Steward Delegate John Foster. Chairman announced payoff. He praised crew for good trip. No beefs or disputed OT reported. Crew thanked galley gang for job well done. Crew advised fellow SIU seamen to bring U.S. bills when going to Albania, as seamen's club there only accepts American money. Next port: Houston.

**ULTRASEA** (American Maritime Transport), May 7 — Chairman Daniel Laitinen Jr., Deck Delegate David Garoutte. Chairman thanked everyone and reported all going well. Educational director encouraged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew thanked steward department.

**1ST LT. ALEX BONNYMAN** (Maersk Lines), June 26 — Chairman Thomas Anderson, Deck Delegate J. Thompson, Engine Delegate Larry Cochrane, Steward Delegate M. James. Chairman reported things running reasonably well. Educational director advised members to utilize Lundeberg School to become better-qualified and more in-demand merchant mariners. No beefs or disputed OT reported. Steward delegate asked contracts department for clarification about random drug testing. Next port: Jacksonville, Fla.

**GREEN ISLAND** (Waterman Steamship), June 28 — Chairman Marvin Zimbro, Secretary J. Gleaton, Educational Director W. Jones. No beefs or disputed OT reported. Next port: Newport News, Va.

**NEDLLOYD HUDSON** (Sea-Land Service), June 21 — Chairman C. James, Secretary Ed

### Payoff for Discovery



Bosun Nelson Sala was on board for the Sea-Land Discovery's payoff in Elizabeth, N.J. recently.

Haber, Deck Delegate Edward Rickard, Engine Delegate Dennis Davidson. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Fans are needed for each room. Crew was reminded to make sure gangway lines are kept tight. Next port: Boston.

**LIBERTY SPIRIT** (Liberty Maritime), June 28 — Chairman J.R. Wilson, Secretary R. Cavalcanti, Educational Director J. Polito, Deck Delegate S. Jackson, Engine Delegate Gary Toomer, Steward Delegate Miguel Angel Aguilar. Chairman discussed importance of federal elections. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Chairman reminded members to rewind videotapes.

**1ST LT. JACK LUMMUS** (Amsea), June 29 — Chairman S. Solomon, Secretary L. Oram, Steward Delegate E. Ellis. Crew has not been notified of exact figures for July 1 pay increase. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew not receiving Seafarers LOG. Next port: Guam.

**MAYAGUEZ** (Puerto Rico Marine), June 9 — Chairman Al Caulder, Secretary J. Platts. Chairman recommended ship be checked for asbestos. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew asked contracts department to seek change under which, permanent jobs would not be lost due to medical emergency. Crew thanked galley gang members Steward A. Pena, Chief Cook F. Maldiano and SA B. Harris for job well done. Next port: Elizabeth, N.J.

**GOLDEN MONARCH** (Westchester Marine), June 21 — Chairman Pete Lolk, Secretary Jerome Jordan, Educational Director Hanable Smith, Deck Delegate Wilfredo Velez, Engine Delegate Julio Reyes, Steward Delegate Diego Hatch. Chairman thanked crew for smooth trip. He announced payoff. Educational director noted importance of upgrading at Lundeberg School. No beefs or disputed OT reported. Crew thanked steward department for job well done.

**SEA-LAND CONSUMER** (Sea-Land Service), June 27 — Chairman C. Heick, Secretary A. Delaney, Educational Director R. Howard, Engine Delegate C. Earhart, Steward Delegate F. Maliga. Chairman noted crew has disputed OT and needs clarifications regarding holiday pay. Other disputed OT reported by steward delegate. Crew asked contracts department to look into abolition of permanent jobs. Next port: Long Beach, Calif.

**USNS PREVAIL** (USMMI), June 1 — Chairman Carl Kriensky, Secretary Dean Steinmetz, Educational Director Mike Everhart, Deck Delegate Steve Voss, Steward Delegate Patrick Johnson. No beefs or disputed OT reported.

**USNS SILAS BENT** (Mar Ship Operators), June 7 — Chairman R.

Vazquez, Secretary C. Tourere, Deck Delegate P. Poree, Engine Delegate William Sylvester. Chairman noted safety awards were given by company for months of March, April and May. He thanked galley gang for recent barbecues. No beefs or disputed OT reported.

### Looking to Shore



Chief Electrician Charles Gallagher awaits the docking of the Nuevo San Juan when that ship called on Port Elizabeth, N.J.

Crew was reminded to be cautious of different traffic laws and patterns in Japan. Crew requested new ice machine.

**2ND LT. J.P. BOBO** (Amsea), July 2 — Chairman Thomas Parisi, Secretary Hans Schmuck, Educational Director Charles McKenna, Deck Delegate Alonso Armada, Engine Delegate Michael Langebach, Steward Delegate Dorry Saberon. No beefs or disputed OT reported. Crew extended special thanks to steward department for outstanding job with last cookout (which included 200 pounds of lobster).

**SGT. W.R. BUTTON** (Amsea), July 5 — Chairman L.D. Yockey, Secretary K. White, Educational Director M. Blackburn, Deck Delegate S. Berschger, Engine Delegate T. Christensen, Steward Delegate K. Johnson. Educational Director stressed importance of upgrading at Lundeberg School and encouraged members to send articles and photos to the LOG. No beefs or disputed OT reported. Crew gave vote of thanks to galley gang. Next port: San Diego.

**FRANCES HAMMER** (Ocean Chemical Carriers), July 19 — Chairman Richard Wilson, Secretary J. Price, Educational W. Dooling, Deck Delegate Kevin Hare, Engine Delegate George Demetropoulos, Steward Delegate Toyo Gonzales. Company has agreed to supply refrigerators in each seamen's room and to replace couch in crew lounge. Secretary advised members interested in furthering their education to apply for Seafarers scholarship. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew asked contracts department to look into reducing time required to maintain permanent jobs. All departments were thanked for working well together. Ship is carrying phosphoric acid to Madras, India.

**SAM HOUSTON** (Waterman Steamship), July 26 — Chairman Eugene Grantham, Secretary C. Rooks. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward

delegate. Next port: Newport News, Va.

**ILE DE FRANCE** (Sea-Land Service), July 19 — Secretary Robert Hess. Chairman discussed upgrading opportunities available at Lundeberg School. Secretary reminded members to vote. He noted importance of SPAD. Educational director discussed safety procedures. No beefs or disputed OT reported. Crew thanked galley gang. Steward delegate thanked crew for keeping lounge and messhalls clean.

**ITB NEW YORK** (Sheridan Transportation), July 20 — Chairman Sonny Pinkham, Secretary F. Cordero, Deck Delegate M. Perry, Engine Delegate Louis

Secretary Steven Wagner, Educational Director Alberto Aguiar, Deck Delegate Rodney Pence, Engine Delegate Richard Rodgers, Steward Delegate Julio Guity. Chairman noted raise went into effect July 1. He reminded crew to separate plastics. No beefs or disputed OT reported. Crew asked contracts department to seek grace period for permanent men who are going on 60-day relief. Crew gave vote of thanks to galley gang. Next port: New Orleans.

**OMI WILLAMETTE** (OMI Corp.), July 26 — Chairman M. McDuffie, Secretary Robert Scott. Chairman announced payoff. No beefs or disputed OT reported. Crew was reminded not to smoke in messhall during meal hours.

**Malave**, Steward Delegate D. Rodriguez. Crew thanked galley gang for good job.

**LIBERTY STAR** (Liberty Maritime), July 26 — Chairman Tim Koebel, Secretary V. Wallen, Educational Director W. Howard. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew laundry needs second washing machine. Crew thanked steward department.

**LNG LIBRA** (ETC), July 5 — Chairman J.B. Rhodes, Secretary W. Justi, Educational Director Bruce Zenon, Deck Delegate S. Ibrahim, Engine Delegate Tim Van Pelt, Steward Delegate Lawrence Conklin. No beefs or disputed OT reported. Crew thanked steward department for good job.

**LNG TAURUS** (ETC), July 12 — Chairman Ulus Veach, Secretary Doyle Cornelius, Educational Director Raymond Culpepper, Deck Delegate Joseph Morrison, Engine Delegate Vincent Larimer, Steward Delegate Udjang Nurdjaja. Chairman introduced captain, who welcomed all crewmembers and commended them for safety record. Educational director advised members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew noted non-skid pads on ladder need to be replaced.

**1ST LT. JACK LUMMUS** (Amsea), July 12 — Chairman S. Solomon, Secretary L. Oram, Educational Director R. Tannis, Deck Delegate Kevin Devine, Engine Delegate S. Anderson, Steward Delegate E. Lore. Treasurer reported \$394.40 in ship's fund. Deck delegate asked contracts department for clarification on payment policy. No beefs or disputed OT reported. Next port: Guam.

**MOKU PAHU** (Pacific Gulf Marine), July 18 — Chairman D. Ticer Jr., Secretary J. Pratt, Educational Director M. Peck. No beefs or disputed OT reported. Crew noted mail service is slow.

**OMI DYNACHEM** (OMI Corp.), July 5 — Chairman Larry Kunc,

Crew discussed importance of upgrading at Lundeberg School.

**OVERSEAS ALASKA** (Maritime Overseas), July 28 — Chairman Carlos Spina, Secretary F. Nieves, Engine Delegate James Brown, Steward Delegate V. Cardenas. Chairman reported beefs in deck department. No beefs or disputed OT reported by engine or steward delegates.

**OVERSEAS VALDEZ** (Maritime Overseas), July 19 — Chairman Frank Cottogin, Secretary G. Quinn, Educational Director E. Macom, Deck Delegate A. Machado, Engine Delegate Archie Bligen, Steward Delegate A. Fachini. Secretary urged members to donate to SPAD. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew thanked steward department for fine meals and menus.

**OVERSEAS VIVIAN** (Maritime Overseas), July 12 — Chairman Jerome Williams, Secretary Royce Bozeman, Engine Delegate Mark Stewart, Steward Delegate Alex Jaradia. Locks to crew quarters need replacements. Chairman reminded crew to separate plastics. Secretary reported shortage of stores. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew discussed importance of upgrading at Lundeberg School and donating to SPAD. Crew thanked galley gang for good food.

**SEA-LAND QUALITY** (Sea-Land Service), July 12 — Chairman Jerry Bass, Secretary J. Rivera, Educational Director Kenneth Linah, Steward Delegate F. Monsibals. Chairman announced payoff and said this was his best trip to northern Europe. Secretary and educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Next port: Boston.

**SCAN** (Amsea), July 25 — Chairman Al Kirksey, Secretary S. Redding, Steward Delegate James Jordan. Chairman announced payoff. No beefs or disputed OT reported.

Continued on page 22

The Seafarers Pension Plan this month announces the retirements of twenty-seven members.

Sixteen of those signing off sailed in the deep sea division, while nine sailed in the inland division. One sailed on the Great Lakes and one sailed in the Atlantic Fishermen division.

Of the retiring Seafarers, 19 served in a branch of the U.S. armed forces. Some of the SIU members served during WWII. Others enlisted in the period up to and through the Korean conflict in the early '50s.

Additionally, in this month's group of pensioners are two recertified bosuns and three recertified stewards. Brief biographical sketches of these SIU members and the other new pensioners follow.

**DEEP SEA**



**PAUL ADAMS JR., 65**, joined the SIU in 1956 in the port of Savannah, Ga. The

Georgia native sailed in the deck department. He also served in the U.S. Coast Guard. Brother Adams has retired to Savannah.

**CLAUDE BANKSTON JR., 65**, joined the Seafarers in 1950 in the port of New Orleans.



Born in Bogalusa, La., he completed the bosun recertification course at the Lundeberg School in 1975. Brother Bankston served in the U.S. Navy from 1944 to 1946. He resides in Metairie, La.



**WILLIE BRAGGS, 64**, graduated from the Andrew Furuseth Training

School in Mobile, Ala. in 1959. He was born in Alabama and in 1982 completed the steward recertification course at the Lundeberg School. Brother Braggs lives in Fairhope, Ala.

**ALVIN DYER, 65**, joined the Seafarers in 1945 in the port of New York. Born in Maine, he sailed in the deck department. Brother Dyer served in the U.S. Air Force from 1946 to 1953. He lives in Gouldsboro, Maine.



**JOSEPH DELISE, 68**, joined the SIU in 1952 in his native New York. He completed the steward recertification course at the Lundeberg School in 1980. Brother Delise served in the U.S. Army from 1943 to 1946. He has retired to Farmingdale, N.Y.



**BOBBY ESPANOL, 68**, joined the union in 1970 in the port of San Francisco. He was born

in the Philippine Islands and sailed in the steward department. Brother Espanol served in the U.S. Navy from 1945 to 1968. He resides in Moreno Valley, Calif.

**EDDIE FISHER, 61**, joined the SIU in 1965 in his native New Orleans. He sailed in the steward



department. Brother Fisher served in the U.S. Army from 1952 to 1954. He continues to call New Orleans home.

**EDWARD GLAZDER, 65**, joined the Seafarers in 1952 in the port of New York. Born in Newark, N.J., he sailed in the steward department. Brother Glazder served in the U.S. Navy from 1946 to 1947. He still lives in Newark.



**PAUL GONCALVES, 65**, joined the SIU in 1955 in the port of Wilmington,

Calif. A native of Philadelphia, he sailed in the engine department. Brother Goncalves has retired to Seattle.

**SERGIO MORALES, 66**, joined the Seafarers in 1979 in the port of New York. He



was born in Puerto Rico and sailed in the steward department. Brother Morales upgraded at the Lundeberg School in 1982. He resides in Naranjitos, P.R.



**CARMELO MURPHY, 65**, joined the union in 1946 in the port of Houston. Born in

Puerto Rico, he sailed in the steward department. Brother Murphy has retired to Houston.

**PAUL ONUFNER, 74**, joined the SIU in 1963 in the port of New York. He was born in

Whiting, Ind. and sailed in the deck department. Brother Onufner upgraded frequently at the Lundeberg School. He lives in Northfield, Ohio.

**PAUL PARSONS, 63**, joined the Seafarers in 1963 in the port of Jacksonville, Fla. A native of Wilkes County, N.C., he sailed in the deck department. Brother Parsons served in the U.S. Navy from 1946 until 1948. He resides in Lenoir, N.C.



**JABEZ PEGG, 63**, joined the SIU in 1962 in the port of Baltimore. Born in Graham,

N.C., he sailed in the deck department. Brother Pegg served in the U.S. Army from 1947 to 1953. He has retired to Fairfield, Calif.

**WILLIAM RAWLUK, 63**, joined the Seafarers in 1962 in the port of New York.



Brother Rawluk was born in Canada in the city of Calgary, Alberta and sailed in the deck department. Brother Rawluk resides in Seattle.



**LEROY TEMPLE, 65**, joined the SIU in 1962 in the port of Detroit. A native of Sandusky,

Ohio, he sailed on the Great Lakes before transferring to the union's deep sea division. Brother Temple completed the bosun recertification course at the Lundeberg School in 1982. He served in the U.S. Army from 1952 to 1954. Brother Temple lives in Stockton, Calif.

**INLAND**

**FRANK GIBSON, 71**, joined the union in 1965 in his native New Orleans. He sailed in the deck department. Boatman Gibson served in the U.S. Army from 1941 until 1944. He has retired to Wavland, Miss.



**CLYDE GRAVES, 63**, joined the union in 1983 in the port of Mobile, Ala. Born in

Prentiss, Miss., he sailed in the engine department. Boatman Graves lives in Eight Mile, Ala.

**NEWTON HAHN, 67**, joined the union in 1963 in the port of St. Louis. He was born in



Penns Grove, N.J. and sailed in the engine department. Boatman Hahn served in the U.S. Army from 1948 to 1949. He resides in St. Louis.



**LONNIE HOWARD, 62**, joined the union in 1982 in the port of Jacksonville, Fla. The native of South Carolina sailed in the deck department. A U.S.

Army veteran, Boatman Howard has retired to Jacksonville.

**STEPHEN PLASH JR., 63**, joined the union in 1957 in the port of Galveston,



Texas. He was born in Hitchcock, Texas and sailed in the deck department. Boatman Plash served in the U.S. Navy from 1946 to 1948. He has retired to Sante Fe, Texas.

**WILLIAM PETERS, 62**, joined the union in 1973 in the port of Paducah, Ky. Born in Mississippi, he sailed in the deck department. Boatman Peters served in the U.S. Army from 1951 to 1953. He lives in Caruthville, Mo.

**HENRY SOUDELIER, 63**, joined the union in 1964 in the port of New Orleans. The Louisiana native sailed in the deck department. Boatman Soudelier served in the U.S. Army from 1950 to 1952. He lives in Houma, La.

**DAVID STILES, 62**, joined the union in 1973 in the port of Norfolk, Va. A Virginia native, he sailed in the deck department. Boatman Stiles served in the U.S. Navy from 1947 to 1948. He resides in Cape Charles, Va.



**HAROLD WHIGHTSIL JR., 62**, joined the union in 1966 in the port of New Orleans. He

was born in Illinois and sailed in the deck and engine departments. Boatman Whightsil upgraded at the Lundeberg School in 1981. He served in the U.S. Army from 1946 to 1951. Brother Whightsil has retired to Chalmette, La.

**GREAT LAKES**

**ALI ZINDANI, 69**, joined the Seafarers in 1957 in the port of Detroit.



Born in Yemen, he sailed in the engine department. Brother Zindani has retired to Detroit.

**ATLANTIC FISHERMEN**

**SAMUEL SCOLA, 64**, joined the union in 1966 in his native Boston. He sailed in the deck department. Brother Scola served in the U.S. Army from 1946 to 1948. He resides in Gloucester, Mass.

**Retired But Not Retired**



Brother Robert Jordan may have retired several years ago after 45 years with the Seafarers, but he did not wait long to start a new career. Jordan, pictured here with his wife Mary, is running a carwash in Chickasaw, Ala.

**Ships Digest**

*Continued from page 20*

**SEA-LAND ACHIEVER** (Sea-Land Service), July 5 — Chairman Frank Marchione, Secretary E. Winfield. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported.

**SEA-LAND ATLANTIC** (Sea-Land Service), July 6 — Chairman W. Byrd, Secretary R. Seim, Educational Director J. Ashley. Chairman reported crew scattered ashes of SIU retiree John McClelland. Chairman requested information regarding SIU pension plan. Department delegates each reported disputed OT. Deck and steward delegates also reported other beefs. Next port: Boston.

**SEA-LAND CONSUMER** (Sea-Land Service), July 26 — Chairman C. Heick, Secretary A. Delaney, Educational Director R. Howard, Steward Delegate F. Maliga. Deck delegate reported disputed OT. Steward delegate reported beefs. No beefs or disputed OT reported by engine delegate. Crew asked contracts department to look into discontinuing permanent jobs. Next port: Oakland, Calif.

**SEA-LAND CRUSADER** (Sea-Land Service), July 20 — Chairman Berberena Benaia, Secretary N. Andrews, Educational Director Bermeo Oswald, Deck Delegate Doug Hodges, Engine Delegate Roy Jackson, Steward Delegate Willie Grant. No beefs or disputed OT reported. Next port: San Juan, P.R.

**SEA-LAND DISCOVERY** (Sea-Land Service), July 12 — Chairman Allan Rogers, Secretary Jose Colls, Steward Delegate O. Rios. Chairman announced payoff. Secretary reported new ice machine will be put on board in Elizabeth, N.J. No beefs or disputed OT reported. Crew thanked galley gang.

**SEA-LAND ENTERPRISE** (Sea-Land Service), July 19 — Chairman Bill Lough, Secretary E. Douroudous, Educational Director Robert Dehlbom. No beefs or disputed OT reported. Deck delegate thanked steward department for barbecue.

**SEA-LAND EXPLORER** (Sea-Land Service), July 19 — Chairman James Craine, Secretary Ronald Fluker, Educational Director Sonny Acosta, Deck Delegate John DeBos, Engine Delegate Bernardo Tapia, Steward Delegate George Lee. No beefs or disputed OT reported. Next port: Long Beach, Calif.

**SEA-LAND INDEPENDENCE** (Sea-Land Service), July 9 — Chairman Francis Adams,

Secretary Nancy Heyden, Educational Director Don Giacomia, Deck Delegate Peter Bean, Engine Delegate James Donohue, Steward Delegate Ruben Fiel. Chairman thanked crew for smooth trip. He reminded members to write their senators and congressmen and urge support of U.S.-flag shipping. He noted importance of SPAD and MDL. Educational director advised members to read Seafarers LOG and upgrade at Lundeberg School. Treasurer noted members will view videotapes which explain how to save money when purchasing a car and how to obtain a mortgage. Deck delegate reported beef. Engine delegate reported disputed OT. No beefs or disputed OT reported by steward delegate. Crew thanked galley gang for making the ship an excellent feeder.

**SEA-LAND INNOVATOR** (Sea-Land Service), July 5 — Chairman T. Anderson, Secretary R. Armstrong, Educational Director Bo Francisco, Deck Delegate George Fries. Engine delegate reported beef. No beefs or disputed OT reported by deck or steward delegates. Crew noted VCR needs repair or replacement. Crew thanked steward department for job well done.

**SEA-LAND INTEGRITY** (Sea-Land Service), July 12 — Chairman D. Newman, Secretary P. Laboy, Educational Director D. Barber, Deck Delegate T. Cud-dihy, Engine Delegate I. Manley. No beefs or disputed OT reported. Crew gave vote of thanks to galley gang.

**SENATOR** (Crowley Caribbean Transport), July 6 — Chairman George Walks, Secretary Paul Stubblefield, Educational Director Jim Williams, Deck Delegate Winston Dodson, Engine Delegate Curtis Lang, Steward Delegate Andre Keller. Secretary reminded crew to have clean linen for replacements. No beefs or disputed OT reported. Crew thanked Chief Steward Stubblefield and his department.

**SEA-LAND SPIRIT** (Sea-Land Service), July 19 — Chairman Hayden Gifford, Secretary Steve Apodaca, Educational Director Charles Henley. Chairman advised members to write their senators and congressman and find out their activities related to maritime. He urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew thanked steward department for job well done. Next port: Honolulu.

**SEA-LAND TRADER** (Sea-Land Service), July 15 — Chairman M. Willis, Secretary G.R. Shirley, Educational Director M. Sabin. Chairman announced payoff. Secretary urged members to donate to SPAD. Educational director advised members to upgrade at Lun-

deberg School. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates.

**USNS SILAS BENT** (Mar Ship Operators), July 8 — Chairman R. Vazquez, Secretary C. Tourere, Educational Director G. Millsap, Engine Delegate W. Sylvester. Chairman reminded members to submit photos to LOG. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates.

**USNS CHAUVENET** (Mar Ship Operators), July 1 — Chairman Jeff Focardi, Secretary C. Nelson, Educational Director Al Matos, Deck Delegate Jim Keevan, Steward Delegate Pam White. No beefs or disputed OT reported. On July 21, a group of high school students and teachers sponsored by National Geographic Society came aboard in Egypt to participate in simulated survey operation. Project will be featured on TV and in an upcoming issue of National Geographic.

**USNS PREVAIL** (USMMI), July 5 — Chairman Carl Kriensky, Secretary M. Davidson, Educational Director Mike Everhart, Deck Delegate Steven Voss, Steward Delegate Patrick Johnson. No beefs or disputed OT reported.

**USNS PREVAIL** (USMMI), July 31 — Chairman Carl Kriensky, Secretary M. Davidson, Educational Director Mike Everhart, Deck Delegate Steven Voss, Steward Delegate P. Johnson. No beefs or disputed OT reported. Crew thanked galley gang for job well done.

**USNS WYMAN** (Mar Ship Operators), July 9 — Chairman Steve Herring, Secretary D. St. George, Educational Director R. Clark, Deck Delegate Joseph Griffin, Engine Delegate Wesley Wise. Deck and steward delegates asked contracts department for clarifications on various work duties. No beefs or disputed OT reported by engine delegate.

**PFC. DEWAYNE T. WILLIAMS** (Amsea), July 6 — Chairman Alvin McCants, Secretary S. Avalone, Educational Director F. Jaworski, Deck Delegate Donnie Collins. Deck delegate asked contracts department for clarification on ammo pay. No beefs or disputed OT reported. Next port: Honolulu.

**GOLDEN MONARCH** (Apex Marine), August 2 — Chairman Pete Loik, Secretary J. Gonzales, Educational Director H. Smith. No beefs or disputed OT reported. Chairman and crew thanked Chief Steward Juan Gonzalez, Chief Cook David Valle and GSUs Trinidad Sanchez and Miguel Collazo for splendid job.

**OMI COLUMBIA** (OMI Corp.), August 2 — Chairman J. Miller, Secretary C. Moss, Educational Director A. Bombita, Engine Delegate Victor Bermudez, Steward Delegate K. Bragg. Secretary urged members to donate to SPAD. No beefs or disputed OT reported. Crew received new VCR and new chairs and completed all repairs.

**OMI DYNACHEM** (OMI Corp.), August 8 — Chairman Larry Kunc, Secretary Wayne Howard, Educational Director James Long. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew gave vote of thanks to galley gang.

**SEA-LAND PATRIOT** (Sea-Land Service), August 2 — Chairman S. Evans, Secretary P. Schulz, Educational Director H. Bang. Educational director reminded all hands to watch safety movies and report any electrical problems. Steward delegate reported beef. No beefs or disputed OT reported by deck or engine delegates. Crew thanked Chief Cook R. Richardson and GSU S. Saeed for good work. Next port: Oakland, Calif.

**SEA-LAND RELIANCE** (Sea-Land Service), August 2 — Chairman R. McGonagle, Secretary D. Zuls, Educational Director L.

**What's Cooking?**



Cook/Baker Leo Castro and Steward Assistant Americus Bell decide what's for dessert aboard the *USNS Chauvenet*.

**Bryant, Deck Delegate R. Young, Engine Delegate C. Akers, Steward Delegate F. Abdulla.** Secretary urged members to donate to SPAD and upgrade at Lundeberg School. Engine delegate reported beef. No beefs or disputed OT reported by deck or steward delegates. Crew gave vote of thanks to steward department. Next port: Tacoma, Wash.

**SEA-LAND TACOMA** (Sea-Land Service), August 2 — Chairman T. Murphy, Secretary M. Meany, Deck Delegate Glenn Christianson, Engine Delegate Mel Ferguson. No beefs or disputed OT reported.

**USNS CHAUVENET** (Mar Ship Operators), August 2 — Chairman Jeff Focardi, Secretary C. Nelson, Educational Director Al Matos, Deck Delegate Jim Keevan, Steward Delegate Louis Mercado. Steward delegate reported previous OT beef still unresolved. No beefs or disputed OT reported by deck or engine delegates. Next port: Ft. Lauderdale, Fla.

**Send Your Holiday Greetings  
In the Seafarers LOG**

Last year, the *Seafarers LOG* devoted several pages in the December issue to print holiday greetings from active and retired Seafarers—as well as their family members—to friends, shipmates and loved ones. The feature was well received and, thus, the *LOG* is planning a similar feature this year. In 25 words or less (and in the

nearest printing possible), write the message in the space provided below. All (legible) greetings that are written in the holiday spirit will be included in the December 1992 issue of the *Seafarers LOG*, if they are received in time.

The deadline for receipt of the holiday messages is Friday, November 13, 1992. Send them by mail to the

*Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746.

After November 1, facsimile copies will be accepted. The fax number is (301) 899-7355.

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

**Holiday Message**  
(PLEASE PRINT OR TYPE)

To: \_\_\_\_\_  
 From: \_\_\_\_\_  
 Message: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Check the block which describes your status with the *LOG*:

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

Send your greeting to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746. The greeting should be received at the *LOG* office by Friday, November 13, 1992.

**Houston Seafarers at the Ready**



Supplying a recently docked Sea-Land vessel in Houston are, from the left, J. Zepeda, L. Zepeda, G. Rodriguez, J. Rodriguez, E. Zepeda, R. Ybarra and R. Zepeda.

# DeSteiguer Crew Credits Steward Martin's Teamwork

Step aboard the *USNS DeSteiguer* and all that can be heard is how good the crew is, how well everyone gets along and what a wonderful vessel the oceanographic survey ship is.

Those words resonate from Captain Wayne Conroy to the civilian researchers working on board. When asked why, all point to the galley gang headed by Chief Steward **Morris Martin** as what holds the vessel together.

"Although everybody on here is a hard worker, without a doubt the steward department is our best [department]," Conroy told a reporter for the *Seafarers LOG* who visited the ship, operated by Mar Ship Operators, in San Diego recently. "The union keeps sending us good people."

### Like a Family

OMU **Rick Grosso**, a graduate of Lundeberg School trainee class 148, noted upon his return to the *DeSteiguer*, "It's great to be on board. It's like family on here."

Martin attributes the success in the galley to "the top notch crew we have at all times." Since Martin first signed on as chief steward in 1987, the *DeSteiguer* consistently has earned top marks from the Military Sealift Command for its steward department.

Although happy with its latest grade of 98, Chief Cook **Cecil Husted** said the crew was disappointed to not receive a perfect 100. "We know we're that good and that's what we strive for."

### Working Together

In training new crewmembers on how to work in his department, **Morris Martin** preaches the "little I and big U" theory. "There is no me or I; it's only us and we. We work with them and they work with us."

One galley member who sails with Martin when he can is Steward Assistant **Thomas Route**. A graduate of Lundeberg School trainee class 417 (Fall 1987), Route praised Martin as a man who has taught him a lot about sailing. "Every time I come aboard I learn something new from him," Route said.



Steward Assistant **Thomas Route** straightens the mess after breakfast.



AB **Sean Rafferty** heads for the deck on another detail.



Watching over engineroom operations is OMU **Robert J. Mulvaney**.



Chief Steward **Morris Martin** (right) catches up on union news with Roy "Buck" **Mercer**, SIU vice president for government services.



AB **William Limber** is ready for dinner after a full day's work. Issuing bed linens to a new crewmember is SA **Ken Clark**.



Heading up the gangway is AB **Russell Kleinsmith**.



Combread is one of Chief Cook **Cecil Husted's** specialties.



For OMU **Rick Grosso**, the *DeSteiguer* crew "is like family."



SA **Terry Patterson** puts clean silverware away for the next meal.



Chief Mate **George Campbell** is an SIU hawsepiper.



Bosun **Sidney Whitaker** shouts orders from above.



Signing in visitors aboard the *DeSteiguer* is AB **Jim Souci**.



AB **Brian McCaulliffe** assists with loading equipment on the crane.



Wiper **Ken Route** cleans up in the engineroom.



SA **Donical Caldas** sports a cap noting her assignment.

# Final Departures

## DEEP SEA

### HERBERT CHATTOM



Pensioner Herbert Chattom, 65, passed away July 29. The Alabama native joined the SIU in 1957 in the port of Mobile, Ala. Brother Chattom sailed in the engine department. He served in the U.S. Army from 1945 to 1946. Brother Chattom retired in June 1984.

### FRED CLOPTON



Pensioner Fred Clopton, 94, died July 1. A native of Pensacola, Fla., he joined the Seafarers in 1947 in the port of Baltimore. Brother Clopton sailed in the engine department. He began receiving his pension in August 1973.

### RICHARD CUMMINGS



Pensioner Richard Cummings, 88, passed away July 12. Born in St. Paul, Minn., he joined the union in 1943 in the port of Philadelphia. Brother Cummings sailed in the deck department. He served in the U.S. Navy from 1925 to 1930. He retired in January 1968.

### JOSEPH DECHALUS



Pensioner Joseph DeChalus, 77, died November 7, 1991. The native of Brooklyn, N.Y. joined the Marine Cooks and Stewards in 1942. Brother DeChalus retired in June 1968 before that union merged with the AGLIWD. He is survived by his wife, Mary.

### ALEJANDRO DENULLY

Pensioner Alejandro DeNully, 75, passed away June 22. A native of the Philippine Islands, he joined the Marine Cooks and Stewards in 1972 in the port of San Francisco, before that union merged with the AGLIWD. Brother DeNully began receiving his pension in January 1983.

### DOMENIC DISANTO

Domenic Disanto, 68, died July 6. He joined the SIU in his native Boston in 1956. Brother Disanto sailed in the deck department.

### HUGH HALLMAN

Pensioner Hugh Hallman, 79, passed away June 30. Born in Atlanta, he joined the Seafarers in 1941 in the port of New York. Brother Hallman sailed in the engine department. He retired in February 1975.

### PAUL KENT

Paul Kent, 40, died July 5. The New York native graduated from the Lundeberg School in 1973. Brother Kent sailed in the steward

department. He last shipped in 1977.

### GEORGE LAFLEUR



George Lafleur, 63, passed away July 11. He was born in Louisiana and in 1951 joined the union in the port of Norfolk, Va. Brother Lafleur sailed in the steward department.

### THOMAS MAHER

Thomas Maher, 81, died June 6. He joined the SIU in 1946 in his native New York. Brother Maher sailed in the engine department. He upgraded at the Lundeberg School in 1975.

### JAMES MANNING



James Manning, 49, passed away October 24. A native of Washington, D.C., he joined the Seafarers in 1967 in the port of New York. Brother Manning sailed in the deck department. He served in the U.S. Navy from 1964 to 1966.

### LUIS MEDINA

Pensioner Luis Medina, 81, died July 21. Born in Puerto Rico, he joined the SIU in 1948 in the port of New York. Brother Medina sailed in the engine department. He began receiving his pension in January 1980.

### GOMERSINDO OTERO



Pensioner Gomersindo Otero, 83, passed away June 26. He joined the SIU as a charter member in 1938 in his native Puerto Rico. Brother Otero sailed in the engine department. He retired in January 1972.

### MARTIN O'TOOLE



Pensioner Martin O'Toole, 65, died July 30 due to a heart attack. A native of Baltimore, he joined the Seafarers in 1955 in the port of Seattle. Brother O'Toole sailed in the engine department. He began receiving his pension in October 1981.

### MANUEL PINTO



Pensioner Manuel Pinto, 89, died July 6. Born in India, he joined the SIU in 1947 in the port of Philadelphia. Brother Pinto sailed in the deck department. He retired in September 1968.

### ALFRED OTREMBIA

Alfred Otremba, 59, passed away July 31. He was born in Hillman,

Minn. and in 1958 graduated from the Andrew Furuseth Training School in New York. Brother Otremba sailed in the deck department. He served in the U.S. Army from 1954 to 1956.

### JOSEPH RICHARDSON



Joseph Richardson, 19, passed away October 25, 1991. The native of Mississippi graduated from the Lundeberg School in 1990. Brother Richardson sailed in the engine department. He upgraded at the Lundeberg School in 1991.

### SAMMY ROGAMOS



Pensioner Sammy Rogamos, 88, died June 12. He was born in the Philippine Islands and in 1956 joined the union in the port of San Francisco. Brother Rogamos sailed in the steward department. He began receiving his pension in October 1968.

### EDMOND SAHUQUE



Pensioner Edmond Sahuque, 75, passed away July 9. He joined the Seafarers in 1942 in his native New Orleans. Brother Sahuque sailed in the steward department. He retired in July 1976.

### CHARLES THORPE



Pensioner Charles Thorpe, 64, died June 25. The Minnesota native joined the SIU in 1959 in the port of Baltimore. Brother Thorpe sailed in the steward department. He upgraded at the Lundeberg School in 1980. He served in the U.S. Army from 1944 until 1949. Brother Thorpe retired in September 1986.

### JOHN VIEIRA

Pensioner John Vieira, 81, passed away June 14. Born in British Guiana, he joined the Seafarers in 1948 in the port of New York. Brother Vieira sailed in the steward department. He began receiving his pension in October 1970.

### EDWARD WICAK

Pensioner Edward Wicak, 81, died July 10. He was born in Philadelphia and in 1942 joined the SIU in the port of Mobile, Ala. Brother Wicak sailed in the engine department. He retired in June 1976.

### ALFRED WILSON



Pensioner Alfred Wilson, 72, passed away July 10. A native of Savannah, Ga., he joined the

Marine Cooks and Stewards in 1958 in the port of New York, before that union merged with the AGLIWD. Brother Wilson sailed in the steward department. He upgraded at the Lundeberg School in 1981. Brother Wilson retired in September 1981.

## INLAND

### LEWIS BELL



Pensioner Lewis Bell, 64, died May 29. Born in Butler County, Pa., he joined the union in 1976 in the port of New Orleans. Boatman Bell sailed in the deck department. He served in the U.S. Navy from 1945 to 1946. Boatman Bell began receiving his pension in August 1989.

### KENNETH COLEMAN

Kenneth Coleman, 62, died July 11. The native of Nederland, Texas joined the union in 1963 in the port of Port Arthur, Texas. Boatman Coleman sailed in the deck department. He served in the U.S. Army from 1951 to 1953.

### JOHN DERRICKSON



Pensioner John Derrickson, 80, passed away July 28. He was born in Delaware and in 1961 joined the union in the port of Philadelphia. Boatman Derrickson sailed in the deck department. He retired in March 1974.

### ROBERT KELLER



Pensioner Robert Keller, 68, died July 17. He joined the union in 1956 in his native Baltimore. Boatman Keller sailed in the deck department. He began receiving his pension in June 1984.

### FRANKLIN MURRAY

Pensioner Franklin Murray, 86, passed away May 17. Born in Og-

densburg, N.Y., he joined the union in 1954 in the port of Buffalo. Boatman Murray sailed in the deck department. He began receiving his pension in August 1974.

### REESE PARKS

Pensioner Reese Parks, 85, passed away July 20. A native of Maryland, he joined the union in 1956 in the port of Baltimore. Boatman Parks sailed in the engine department. He retired in November 1974.

### GEORGE WILLIAMSON

Pensioner George Williamson, 71, died July 12. Born in North Carolina, he joined the union in 1961 in the port of Norfolk, Va. Boatman Williamson sailed in the deck department. He retired in August 1985.

## GREAT LAKES

### DAVID BAILEY



David Bailey, 51, passed away June 10. He was born in Port Huron, Mich. and in 1985 joined the Seafarers in the port of Algonac, Mich. Brother Bailey sailed in the engine department.

### ROBERT GARTMAN



Pensioner Robert Gartman, 68, died July 16. A native of Sheboygan, Wis., he joined the union in 1960 in the port of Detroit. Brother Gartman sailed in the deck department. He served in the U.S. Marine Corps from 1943 to 1946. Brother Gartman began receiving his pension in August 1988.

## RAILROAD MARINE

### BERNARD KEARNS



Pensioner Bernard Kearns, 74, passed away July 15. Born in Jersey City, N.J., he joined the union in 1963 in the port of New York. Brother Kearns sailed in the deck department. He retired in May 1968.

## Former NY Official Pete Loleas Dies at 82



Retired SIU official Pete Loleas died of cancer on August 21. He was 82.

Brother Loleas, a Philadelphia native, joined the Seafarers in 1945 in the port of Boston. Sailing on European runs, often aboard Liberty Ships, he developed a reputation as "one of our better stewards," said Angus "Red" Campbell, retired SIU vice president contracts, who shipped with Loleas during the late 1940s. "I never met anybody who had a bad word about Pete. He was a good

shipmate."

In 1959, Loleas began working with Leon Hall on the SIU's food plan program. Then, in 1965, he became a port official in the port of New York. Brother Loleas held several positions there during subsequent years before he retired as a patrolman in 1979.

"Pete always helped the members and always had nice things to say," recalled Jack Caffey, SIU Vice President Atlantic Coast. "Personally, he was very instrumental in teaching me."

George McCartney, SIU vice president West Coast, who also sailed and worked with Loleas, described him as "very active and reliable. He will be missed."



# Lundeberg School Graduating Classes



**Fireman, Oiler, Watertender**—Working their way up the engine department ratings are (from left, front row) Paul Pagano, Kevin Hartley, John Becker, Rey De La Cruz, Kelly McDonald, Chris Snow, Daniel Rhodes, (second row) Clyde McAm, Ron Micklos, Frank Mannino, Larry Carranza, Daniel Krause, David Seabrook, Stoney Hardy, Sean Grace, (third row) John Carr (instructor), Tommy Gainey, Cliff Fleming, Matthew Ditullo, Clifton Simoneaux IV, Thomas Hooper, Trent Sterling, David Jonassen, David Decker, Bob Flesey, Loring Callwood, (fourth row) Lance Kuster, Howard Hendra, Brian Sailer, Kenny Thomas, Timothy Smith, William Summers, Marc Poniatowski and Charles Parson.



**Upgraders Lifeboat**—Members of the July 28 graduating class receiving their lifeboat endorsements are (from left, kneeling) Patti Ballance, Beverly Briley, (second row) Omar Hassan, Robert Lamaestra, James Prado and Jim Moore (instructor).



**QMED**—Graduating from the July 31 QMED class are (from left, front row) Dennis Riley, Karl Friebe Jr., Chuck Thompson Jr., Bobby Rice Jr., Sellers Brooks, Jeffrey Gelin, Milton Greene Jr., (second row, kneeling) Samuel Addo, Miguel Rullan, Roy Taylor, Jim Lloyd, Verbu Nix, Thomas Thompson, (standing) Clarence Scott, Steven Hoskins, Brendan McDonald, Conrad Lau, Eric Forstensen, Frank Markva, Gerald Daley, Steve Goss, Joseph Letang, Dan Taggart, Robert Muscato, Beau Ratliff, Gordon Bernioehr, Gregory Derry, Charley "Tuna" Cantor, Chris Zubowicz, Eugene McKinny and Bruce Auman.



**Marine Electronics Technician II**—Successfully completing the marine electronics technician class on July 28 are (from left) Edmond Hawkins, Robert Farmer, Christopher Barry, Scott Morris and Mark Rainess.



**Oil Spill Containment**—Mastering the course of instruction in oil spill containment and cleanup are (from left, kneeling) Casey Taylor (instructor), Otto Borden, Fereuza Gifford, Anthony Douglas, John D'Alessandro, Bryon Jameson, Frederick Lau, (second row) Grant Jones, Mark Hayes, Lawrence Neslein, Jeffrey Robinson, G. Morrison, Obaid H. Ali, Chris Stringer, Warren Barroner, Pascasio "Paco" Rivera, (third row) James McCarthy, Kenneth Myers, Kim Brown, Joe Carson, Barron Jackson, Jim Shaffer (instructor) and Fred Cintorino Jr.



**Hydraulics**—Completing the hydraulics class on July 15 are (from left, kneeling) Tom Flynn, Joseph Jay Arnold, Jorge Bonelli, John Kelly, (second row) Ed Sacks, Bob Rudd, James Clement, Tony Ripoll, Bill Foley (instructor) and Wayne Gonsalves.



**Upgraders Lifeboat**—Receiving their lifeboat endorsements, members of the July 15 graduating class are (from left, front row) Ahmed Alaidaros, Winston Marchman, Nasir Isa, David Vega, Stanley Stewart, David Penney, (second row) Ben Cusic (instructor), Robert "Tree" Triano, Mercurion Abuan, Michael Noodt, Keith Williams, Mahmood Tahir, (third row) Anthony Nagy, Shane Blechle, Olav Peder-son, Greg Alstrom and Bill Hahn.



**Refrigerated Containers - Advanced Maintenance**—Graduating from the four-week course are (from left, kneeling) Dave Plumb, John Wong, Alberto Garcia, (second row) Eric Malzkuhn (instructor), Sheldon Greenberg, Lawrence Holbert, Michael Novak, Robert "Beamer" Stancavage and Donald Morgan.

# 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 mem-

bers 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 boat-

men 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 5201 Auth Way, Camp Springs, MD 20746.

## Lundeberg School Graduating Classes



**Shiphandling Simulator**—Successfully completing the shiphandling simulator course on July 8 are (from left, front row) Dan Carman, Jake Karaczynski (instructor), Jessie Holmes (computer operator), Ken Steiner, (second row) Ron Mercer, Joe Young, Rick Pater, Marc Taylor and Joe Braun.



**Diesel Engine Technology**—After course completion, certification in diesel engine technology was awarded to (from left, kneeling) John "J.C." Wiegman (instructor), Crescencio Suazo, Frank Bolton, (second row) Frank Bakun, Joe Stores, Adolfo Schultze, Ken Stratton, Nathan Hollander, Andrew Lopez and Angelo Persica. Not pictured is Brian Sengelaub.



**Trainee Lifeboat Class 501**—Graduating from trainee lifeboat class 501 are (from left, kneeling, front row) Phillip Morris, Robert Nelson, Elfrain Santana, Anne Carlson, Stephen Bowles, Chad Westover, Timothy Pugh, (second row) Plesse Russ, Napoleon Foster, Chris Edyvean, Norman Williams, (third row) Charles Donley, Lichecta Butler, Troy Mitchell, Joe Ford, Tom Graves, Theodore Brahms, Rodney Passapera-Barbosa, Thomas Brown, Danny Hoskins, Jason Rutrough and Tim Duggan.



**LUNDEBERG SCHOOL**

**1992 - 93 UPGRADING COURSE SCHEDULE**

The following is the current course schedule for classes beginning between October 1992 and February 1993 at the Seafarers Harry Lundeborg 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	November 9 February 1	December 18 March 12
Ship Handling	November 2 February 15	November 13 February 26
Radar Observer Unlimited	November 16 January 11	November 20 January 15
Celestial Navigation	October 5 January 18	October 30 February 12
Third Mate	January 4	April 16
Tankerman	October 26	November 20

All students must take the Oil Spill Prevention and Containment class prior to the Sealift Operations and Maintenance course.

**Safety Specialty Courses**

Course	Check-In Date	Completion Date
Oil Spill Prevention and Containment	October 12 October 26 February 15	October 16 October 30 February 19
Lifeboatman	October 12 October 26 November 9 November 23 December 7 January 4 February 1	October 23 November 6 November 20 December 4 December 18 January 15 February 12
Basic/Advanced Fire Fighting	October 20 January 19	October 30 January 29

**Recertification Programs**

Course	Check-In Date	Completion Date
Steward Recertification	February 1	March 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
QMED-Any Rating	January 4	March 26
Fireman/Watertender and Oiler	October 26 January 4	December 4 February 12
Pumproom Maint. & Operations	January 4	February 12
Marine Electrical Maintenance	October 19 January 18	December 11 March 12
Refrigeration Maint. & Operations	October 26	December 4
Marine Electronics—Technician I	February 1	March 12
Marine Electronics—Technician II	November 9	December 18
Basic Electronics	January 4	January 29
Hydraulics	November 23	December 18
Welding	October 12 January 4 February 15	November 6 January 29 March 12

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

**1992 Adult Education Schedule**

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

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

**College Program Schedule for 1992**

FULL 8-week sessions                      October 26                      December 18

**UPGRADING APPLICATION**

Name \_\_\_\_\_ Date of Birth \_\_\_\_\_  
(Last) (First) (Middle) Month/Day/Year

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

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

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 Lundeborg 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

**DECK**

- AB/Sealift
- 1st Class Pilot
- Third Mate
- Radar Observer Unlimited
- Master Inspected Towing Vessel
- Towboat Operator Inland
- Celestial Navigation
- Simulator Course

**ENGINE**

- FOWT
- QMED—Any Rating
- Variable Speed DC Drive Systems (Marine Electronics)

- Marine Electrical Maintenance
- Pumproom Maintenance & Operation
- Refrigeration Systems Maintenance & Operation
- Diesel Engine Technology
- Assistant Engineer/Chief Engineer Motor Vessel
- Original 3rd Engineer Steam or Motor
- Refrigerated Containers Advanced Maintenance
- Electro-Hydraulic Systems
- Automation
- Hydraulics
- Marine Electronics Technician

**STEWARD**

- Assistant Cook Utility
- Cook and Baker
- Chief Cook
- Chief Steward
- Towboat Inland Cook

**ALL DEPARTMENTS**

- Welding
- Lifeboatman (must be taken with another course)
- Oil Spill Prevention & Containment

**ADULT EDUCATION DEPARTMENT**

- Adult Basic Education (ABE)
- High School Equivalency Program (GED)
- Developmental Studies (DVS)
- English as a Second Language (ESL)
- ABE/ESL Lifeboat Preparation

**COLLEGE PROGRAM**

- Associates in Arts Degree

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: Seafarers Harry Lundeborg Upgrading Center, P.O. Box 75, Piney Point, MD 20674.



Where will you be in December for the holidays?



Whether at sea or ashore, Seafarers can send holiday messages to their loved ones through the LOG. See page 22.

## Nelson Tells of Chauvenet's Final Year

*Editor's note: OS Carl Nelson wrote the following article for the Seafarers LOG. It recounts the highlights for Nelson and other crewmembers during a year aboard the USNS Chauvenet.*

After more than 20 years of service, the SIU-crewed USNS Chauvenet this month will be decommissioned in Gulfport, Miss.

For the past two years, the Chauvenet has been mapping the waters of the Middle East. It is a unique ship in that it has three separate crews: crewmembers from Mar Ship Operators, Navy personnel and civilian scientists from the Naval Oceanographic Office. The mix makes for very few dull moments and teaches people the value of teamwork.

The Chauvenet's final year started with mapping the coast of Muscat, Oman. We spent two-and-a-half months there, and it

was not a particularly pleasant experience. The harsh Muslim laws are strictly enforced; as a precaution against any laws being broken, the American embassy and Omani government restricted each crewmember from going to any hotels and also established a midnight curfew.

When the survey work around Muscat was finished, we sailed the southern end of Oman. The area we charted is small, so most of the time it felt like we were going in circles. (The Chauvenet itself is used to survey, as are the special survey boats we carry.)

In late February, we had a frightening but unpreventable experience. While part of the crew was recovering a survey boat, a shackle on the forward lifting block snapped. The 12-ton boat crashed onto the deck and went over the side—taking the rear davit arm along. Thankfully, there were no injuries.

Several days later, a salvage ship arrived to remove the boat

*... The 12-ton boat crashed onto the deck and went over the side ...*

from our side. Two divers were securing a strap around the bow when a 20-foot, baby whale shark swam for a close-up view of the operation. The animal proved harmless.

A month later, after a long stay in port at Dubai, the Chauvenet was in southern Oman again. On shore, just a few miles from the survey area was the tiny, isolated village of Madrasah. Most of its residents are fishermen, and at one time or another each of them visited us. We were able to communicate through GUDE Abdula Quaraish and Second Cook Abdo Eljahmi, both of whom speak Arabic.

About every other day, the fishermen would come alongside to show us their catch, which always was sharks. The fishermen catch them so they can export the tails and fins, and some of those



Among the USNS Chauvenet crewmembers' experiences in 1992 were a whale mistaking the ship for another whale, a fisherman attacked by a camel, and surveying the coast of Oman. The USNS Chauvenet will be decommissioned this month after 20 years of service.

sharks are several times the size of the fishermen.

During one hot morning, a fisherman showed up with his arm wrapped and dripping blood. We were certain a shark had bitten him. After the deck crew got the wounded man aboard and Navy corpsman Greg Peck had sewn his arm together with nearly 40 stitches, our second cook informed us that the poor fellow had been attacked by his camel.

Another of our favorite tales from Madrasah is about a humpback whale that must have confused our then barnacle-covered hull with a friend. The whale swam back and forth under the ship for several minutes, then rubbed his side on the port quarter while spraying us spectators.

When the Madrasah survey was complete, Captain Jerry Lucks and Navy Commanding Officer Kathy Garcia allowed all hands to throw a beach party, complete with barbecue, volleyball and rock-and-roll. It was a much-appreciated break.

On the morning of July 4, the Chauvenet pulled into fog-covered Dubai for the last time. From there, we set sail for Port Suez, Egypt, to pick up a group of U.S. high school students and teachers who were participating in a National Geographic Society program known as Project Marco Polo. There were 46 people in the group, including 15 students, 20 teachers and 11 National Geographic staff.

This portion of the program consisted of a one-week trip,

*... a humpback whale must have confused the ship with a friend ...*

beginning at the Suez Canal and ending in Greece. It gave students an opportunity to witness how the ship is operated and how the Navy conducts oceanographic research.

Earlier, in June, we learned that these kids would miss many sights in Egypt and Greece be-

cause of a cash shortage. So, Chief Engineer Joe Wilson and First Assistant Engineer Dave Lyons began collecting donations. In one day, the civilian crew collected \$2,300 among themselves, which was donated to Project Marco Polo.

Our visitors were relieved to get on board after being harassed by the beggars and thieves around Egypt. From there, everything went smoothly. The participants, whose favorite stop was Greece, said the project was a smashing success.

*... so the kids could see the sights, the civilian crew collected \$2,300 ...*

We also received a letter from Gilbert Grosveno, president of the National Geographic Society. It reads in part, "It is obvious that the USNS Chauvenet is a proud ship, and I am delighted that the participants in this year's Project Marco Polo will have the added advantage of working and observing such spirited and motivated professionals."

"Thank you for your commitment to the education of our American youth."

Rota, Spain is the last stop for the Chauvenet before she makes her final voyage home to Gulfport. Civilian and military alike, we all have worked together and tried to make the Chauvenet a sparkling example of what can be accomplished through teamwork.

SIU members aboard the Chauvenet during its final year include: Bosun Jeff Focardi, ABs Paula Plaisance, Joe Smoler, James Keegan, Jon Williams and Jimmy Smith, OSs Nelson, Thomas Sneed and Jimmy Smith, Purser June Pertusini, Storekeeper Vicki Barnhart and QMED Brett Purvis.

Other SIU crewmembers were OMUs Anthony Bonin, Michael Gott and Richard Larsen, GUDes Robert Howell and Jose Rodriguez, Chief Steward Char-

les Fincher, Chief Cook Gregory Johnson, Cook and Baker Andre Johnson, Second Cook Robert Wright and ACU D. Fenimore.

The SA complement was made up by Sandra Evans, Arturo Lopez, Earle Boykin, Bryan Nixon, Tyrone Johnson, Angel Corchado, Eusebio Mendez, Stanley Ellis, Bruce Rybak, Americos Bell, James Francis, Louis Mercado and Monica Woods.

### USNS Chauvenet To Decommission

This month marks the end of the line for the USNS Chauvenet. After more than 20 years of service, the SIU-crewed vessel will be decommissioned in its home port of Gulfport, Miss.

For the past two-and-a-half years, the Chauvenet surveyed the waters of the Persian Gulf. A Navy research vessel operated by Mar Ship Operators, the Chauvenet has a crew comprised of merchant mariners, Navy personnel and civilian scientists from the Naval Oceanographic Centre in Mississippi. Among other things, the Navy personnel use echo-sounding and sonar to survey the ocean floor and collect data to be used for updating maps.

The 388-foot ship also carries several smaller surveying craft, which the Chauvenet launches and recovers.

The Chauvenet arrived in the Persian Gulf shortly after Iraq's invasion of Kuwait as part of the U.S. Navy fleet working with the amphibious landing forces during Operation Desert Storm.

Captain Jerry Lucks told the Gulf News, an English-language newspaper which covers happenings in the Persian Gulf, that the Chauvenet will either be scrapped, sold to a university as a training ship or sold to a foreign country.



OS Carl "Rusty" Nelson poses on deck with baby black fin shark.

### Help Find This Missing Child

The National Center for Missing and Exploited Children has asked the Seafarers International Union to assist them in locating Falcon Blake Kriegsman, an 8-year-old boy from Chicago, Ill.

Missing since October 6, 1988, the child was abducted by his non-custodial mother, Clarette Edlyn Kriegsman, alias Clarette Frank. At the time of his disappearance, the blonde-haired, blue-eyed boy was 3 ft. 6 in. tall and weighed 45 pounds. His hair may have been dyed red since his abduction.

A felony warrant for abduction has been issued for his non-custodial mother who is 37 years old, 5 ft. 5 in. tall, 110

pounds, with blonde hair and blue eyes.

Anyone having information about this case should contact the Center at (800) 843-5678 or the Chicago (Ill.) Police Department's Missing Persons Unit at (312) 744-8200.



Falcon Blake Kriegsman