

AFL-CIO, Seafarers Endorse Clinton/Gore Ticket

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

SEAFARERS LOG

Volume 54, Number 10

October 1992

Lives and Limbs at Stake

Foreign Rustbuckets Major Culprits In World's Ship Accidents

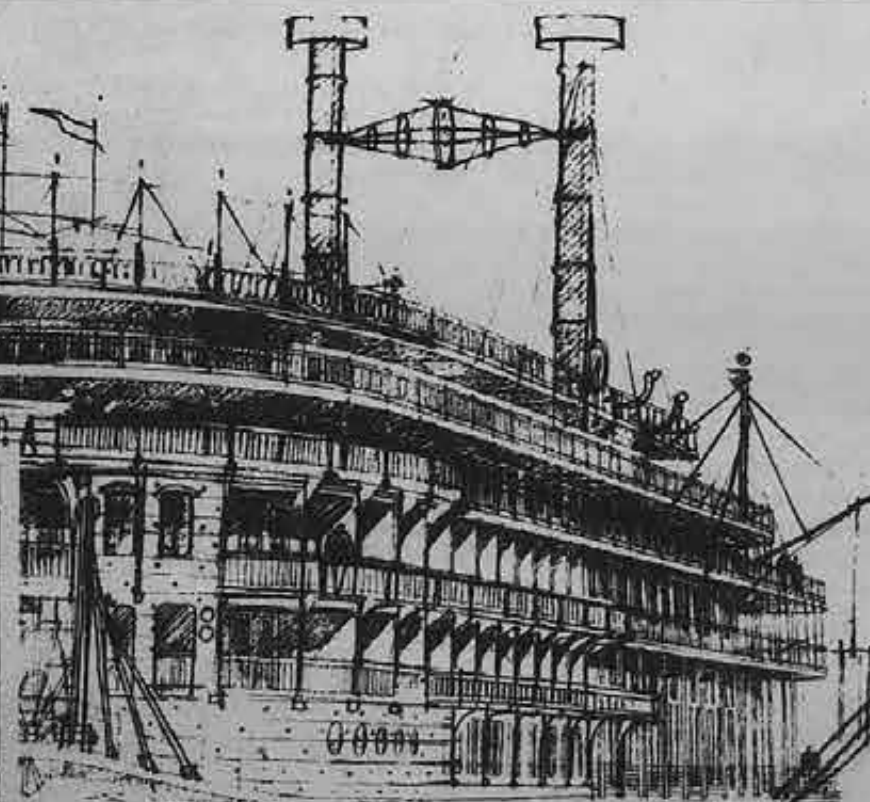
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SIU to Crew Two New Riverboats

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Two new riverboats soon will be plying the Mississippi River. The Delta Queen Steamboat Co. is planning on a Belle of America to join its river operation. Artist's rendition is above. At the left is an artist's conception of the new Alton Belle Riverboat Casino under construction.

President's Report

Good for U.S. Economy, U.S. Workers

It was good news for the nation and good news for American workers to hear that the House by a wide majority passed a measure to bring foreign-flag cruise ships operating in U.S. coastal waters under the U.S.-flag, carrying American passengers.



Michael Sacco

These operations, known as "cruises-to-nowhere" because the ship goes in and out of the same U.S. port, are nothing more than a loophole in the nation's coastwise shipping laws.

This loophole allows a foreign-flag, foreign-crewed ship to offer cruises in American coastal waters, setting sail from a U.S. city and then returning to the same U.S. city. Although the nation's coastwise maritime laws are supposed to reserve the domestic trades for U.S.-flag, American-owned, American-built and American-crewed ships, some cruise ship operators, in an effort to avoid U.S. safety laws and U.S. taxes, are using the loophole to

operate foreign-flag vessels.

The so-called cruise-to-nowhere proponents say U.S. cabotage laws only cover vessels sailing between U.S. ports, not ships sailing in and out of the same U.S. port.

The message to these tax-evaders from the House of Representatives is "Enough." If a similar bill is passed by the Senate and OKed by the administration, it could stimulate an interest in American-flag passenger ships, particularly those of the size that go on day trips.

Combined with the law enacted earlier this year which allows gaming activities on U.S.-flag passenger ships, these two measures can bring millions of dollars to the U.S. treasury in the form of taxes, and provide employment opportunities for thousands of American citizens. It also will assure Americans sailing on passenger ships that those vessels meet stringent U.S. safety and inspection requirements.

American Jobs Funneled Overseas

While we are encouraged by measures such as the ones I just mentioned which would create American jobs and bring badly needed funds to the deficit-ridden U.S. treasury, there are other schemes out there that do the opposite.

What is most shocking about one such scheme is that funds and functionaries of the U.S. government actively are involved in assisting American industries to transfer production operations overseas.

This runaway partnership now is being exposed in the media—in a segment on *60 Minutes*, the news television show on CBS, and on Ted Koppel's *Nightline* on ABC.

In its September 28 show, *60 Minutes* uncovered evidence of U.S. Agency for International Development monies being used to assist American businessmen to locate plants in Honduras and El Salvador. A *60 Minutes* producer, posing as an American businessman, was encouraged by several U.S. government officials to open a factory in Honduras, despite the fact that it would mean American workers would lose their jobs.

What is particularly outrageous is that top government officials in the Agency for International Development—known as AID—openly are soliciting American businesses to move and to take the jobs with them. If that were not enough, the government is offering these businesses hard cash in one form or another to make the move.

The Loser Who's Still at It

Bob Quartel is a former member of the Federal Maritime Commission who left the position last April to seek a U.S. Senate seat from Florida. Prior to his resignation, the Maritime Trades Department, AFL-CIO, had called on the president to remove Quartel from the spot as he had no concern for any of the groups served by the FMC—U.S. shippers, U.S. shipping companies and American consumers. Rather, he used the agency as a platform to rail against the American maritime industry and American seamen and to promote foreign operations.

Don C. Becker, publisher of the *Journal of Commerce*, the newspaper considered the bible of the maritime industry, who is known as an objective and deliberative analyst of the shipping sector, recently expressed his astonishment over something Bob Quartel said.

In his September 23 column, the *Journal of Commerce* publisher said that Quartel told him, while both were attending a maritime industry event, "that many American seamen refused to go into the gulf [Operation Desert Shield/Desert Storm] and that only six U.S.-flag ships actually entered the war zone." Becker said Quartel told him, "I checked the facts; you can look it up."

Becker said, "I was so astonished by this statement," that he asked several heads of U.S. shipping companies, who also were in attendance at the event, to comment. All of the shipping company executives whom Becker asked said Quartel was wrong. He also talked with recently retired U.S. Navy Vice Admiral and head of Military Sealift Command during Operation Desert Shield/Desert Storm, Francis R. Donovan.

"Adm. Donovan said he'd not heard of any U.S. ships or crewmen refusing to go into the gulf," Becker reported.

Becker said, "I must say Mr. Quartel's comments are indeed puzzling."

The fact is 80 percent of all materiel transported by sea was carried on U.S.-flag ships. Eighty-one U.S.-flag ships owned by the government in its Ready Reserve Force or chartered by Military Sealift Command participated in the massive sealift. Becker found after doing some checking that 62 U.S.-flag ships operated by American liner companies participated in Operation Desert Shield/Desert Storm. He reported this in a September 30 column.

All of these ships were crewed by American seamen. Many of them sailed in and out of the war zone. Some of them repeatedly. Hundreds of American seamen manned these ships. Not one incident occurred in which an American seaman refused to sail to the war zone, while the contrary is true of some foreign ships and foreign seamen.

But what do facts matter to the likes of Bob Quartel?

This most recent illustration of Quartel's blind hatred should erase any doubts that anyone had about his sincerity. He has exposed himself as the phoney he has always been.

The people of Florida showed good judgment when they voted him down as a candidate for the U.S. Senate in this month's primary. At the very least, they have saved America a lot of grief.

House Votes to Close Inland Safety Loophole

The House of Representatives by a wide majority approved a bill to require all inland boatmen on vessels of more than five gross tons to obtain a Coast Guard-issued merchant mariner document (Z-card). The measure now will be taken up by the Senate.

Presently, the majority of men and women sailing aboard more than 3,300 tugs and tows on the 25,777 miles of navigable waterways are exempt from holding Z-cards.

During its debate on September 9, the House voted for an amendment to the bill, known as the Merchant Mariner Documentation Expansion Bill (H.R. 4394), extending the implementation period. As passed, the Coast Guard has two years to put the program into place, instead of one as originally proposed.

Speaking for H.R. 4394 during the House debate,

Representative Carroll Hubbard (D-Ky.) said the bill is "essential to the protection of our marine environment and workers on inland vessels. Significantly, both goals are accomplished at little or no cost to the federal government."

Joining the Kentucky congressman in favor of the legislation was Representative Gerry Studds (D-Mass.), acting chairman of the House Merchant Marine and Fisheries Committee. He noted that the SIU-contracted Crowley Maritime "already requires all hands on its inland vessels to be documented. By closing the loophole and requiring merchant mariner documents on inland vessels, we will increase safety and environmental protection at the same time."

The SIU has been a strong proponent of the legislation. Executive Vice President

Joseph Sacco spoke before the House Coast Guard and Navigation Subcommittee in March, informing the members about the "lack of uniformity between the requirements that must be met by individuals employed on various vessels." Sacco pointed out that on Great Lakes and deep sea vessels, where all mariners hold documents, human factors account for approximately one third of all accidents.

Meanwhile, on inland vessels, where all crewmembers do not carry Z-cards, human factors account for more than half of the accidents. "This loophole endangers the lives of every boatman working on an inland vessel," Sacco said.

The bill received bipartisan support when it was marked-up by subcommittee, then the full House Merchant Marine and Fisheries Committee, this summer before reaching the House floor.

Lack of Funding, Time May Shelve Maritime Reform Package for Now

The prospect that a national maritime reform policy will be adopted is fading as Congress nears its adjournment, scheduled for the beginning of this month.

The maritime initiative, originally proposed to Congress by Transportation Secretary Andrew Card and introduced in legislative form by Senator John Breaux (D-La.) and Representative Walter Jones (D-N.C.), the respective chairmen of each chamber's merchant marine committee, would help U.S.-flag operators acquire new vessels.

When Card unveiled the Bush administration's plans in June during a hearing of the Senate Merchant Marine Subcommittee, he called for a contingency retainer program that would provide up to 74 commercial but militarily useful U.S.-flag vessels with government payments ranging from \$2.5 million per ship beginning in 1994 and declining to \$1.6 million by 2000.

Securing the funds for this program appears to be the

reason for the delay in taking up the bill. As yet, the \$1.1 billion in U.S. government funding required for the contingency retainer program has not been allocated.

The proposal also seeks to allow U.S.-flag operators to use a tax-deferral program for the first time to purchase ships from anywhere in the world except for vessels built in foreign yards that are subsidized by their governments.

In an effort to secure partial funding for the reform program, Breaux offered an amendment to the Fiscal Year '93 Defense Authorization Bill on the Senate floor. The amendment was withdrawn by Breaux after strong objections were raised by the Department of Defense and key members of the Armed Services Committee. The Louisiana senator vowed to continue his effort to achieve maritime reform through the remaining days of the Congress.

SIU President Michael Sacco, who along with the heads of seven other

maritime labor unions strongly backed the maritime policy effort, said, "If we run out of time in this Congress, we will work to have it raised first thing in the next session." Sacco commended Card for his tireless efforts to promote the program designed to bolster U.S.-flag shipping. The union president also recognized the efforts of the industry's supporters in Congress and said their work was critical in keeping maritime reform on the front burner.

More to Read

Readers will notice a change in last month's issue and this edition of the *Seafarers LOG*. The *LOG* now is being printed in a five-column format as opposed to the original four-column style.

This difference expands the amount of news and information on each page without increasing the cost of the operation.

Secret Ballot Voting Begins November 1 In SIU's Elections

Balloting for candidates seeking union office takes place from November 1 through December 30, 1992.

Details of voting procedures, a sample ballot and the applicable section of the union's constitution appear in a four-page feature.

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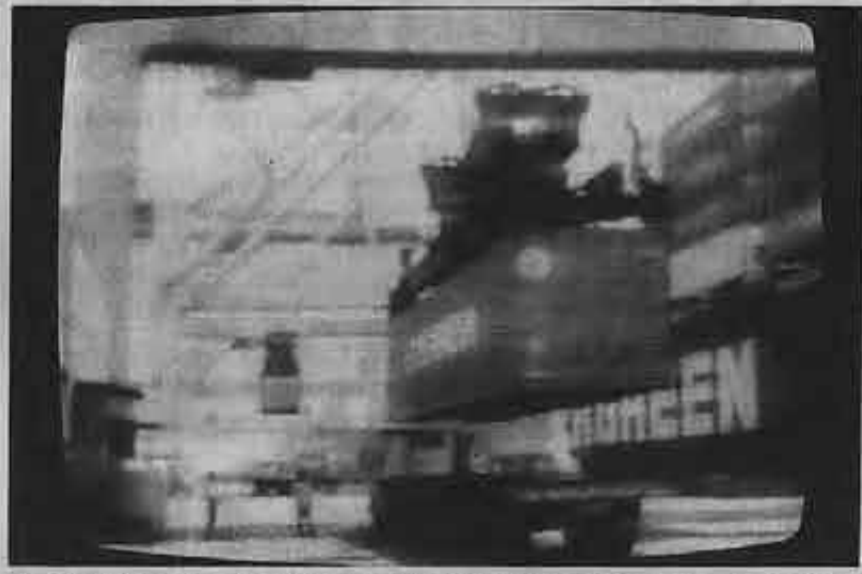
Volume 54, Number 10

October 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.

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The MTD has asked the Bush/Quayle '92 campaign manager to withdraw a commercial which pictures a foreign-flag ship, as shown above, as the president talks about America as a "superpower."

MTD Urges Recall Of Bush Campaign Ad

The Bush campaign immediately should pull its advertisement which features a foreign-flag ship as the president stresses America's superpower status, said Michael Sacco, president of the AFL-CIO Maritime Trades Department, made up of 42 affiliated unions representing 8.5 million workers in shipping and marine-related jobs. Sacco, in a communication to Fred Malek, campaign manager of the Bush/Quayle '92 operation, said he was "shocked" by the depiction of a Taiwanese-flag ship of Evergreen Marine Corp. to emphasize the president's plan to make America a "military superpower," an "economic superpower" and an "export superpower," as Bush said in the commercial. While the Bush campaign acknowledged the error, claiming its ad agency used stock film footage without seeking details on the ship, it has left the advertisement on the air. Sacco, who also serves as president of the SIU, said to continue to run the commercial "would simply compound the felony and perhaps indicate that it

was not an error after all and that the use of foreign ships and foreign labor in your plans is calculated policy." Noting the contradiction between the commercial's message and the maritime reform initiative, Sacco said, "you should know that the administration has been working with members of the Senate and House and both labor and management segments of the U.S. shipping industry in an effort to reverse the decline the American merchant marine has suffered over the past years." He reminded the Bush campaign chairman of the "vital role which U.S.-flag, U.S.-owned and U.S.-manned shipping plays in our national security." Ironically, while U.S.-flag ships transported 80 percent of all gulf war materiel, "the Taiwanese shipping company shown in the commercial did not participate at all in the multi-nation Persian Gulf effort," he pointed out. As the LOG went to press, the Bush campaign had not pulled the advertisement. Nor had Bush campaign manager Malek responded to Sacco's request.

AFL-CIO, Seafarers Back Clinton / Gore Ticket

Citing the economically disastrous results of the Reagan-Bush era, as well as Arkansas Governor Bill Clinton's sound plan for recovery, the AFL-CIO's General Board last month overwhelmingly voted to endorse presidential candidate Clinton and his running mate, Senator Albert Gore Jr. (D-Tenn.). The Seafarers joined in the virtually unanimous vote backing the Clinton/Gore ticket when the vote was held at the general board meeting, which consists of delegates from the AFL-CIO's 88 affiliated national unions representing 13,680,894 workers. The meeting took place September 3 in Washington, D.C.



Democratic presidential nominee Bill Clinton talks with SIU Executive Vice President Joseph Sacco.

Organized labor arrived at its view after considering the Bush/Quayle administration's record on the economy. The labor federation noted that hundreds of thousands of American jobs have been lost, and more than 10 million people are out of work. This failure to produce jobs—after Bush's 1988 promise to create 30 million new jobs for Americans—is compounded by Bush administration trade policies that encourage the transfer of manufacturing to foreign countries. The unions also expressed dissatisfaction with the Bush administration's general anti-worker view, citing the veto of a bill which would have allowed a worker to take unpaid leave when a child is born or when family members need care. Other sore spots include the lack of a national health care policy (the U.S. is one of two industrialized nations in the world which does not have national health care), the cutting of workplace safety regulations and continued opposition to a bill that would ban the practice of firing workers and replacing them with

scabs when the workers go on strike. Moreover, real income in the U.S. is at its lowest point since 1963. The average weekly paycheck now buys 7.2 percent less than it did 12 years ago, but the pay for top executives has tripled during that same period. This compares to Governor Clinton's performance in a state which from the outset has many disadvantages, including the fact that it is located in the country's poorest region. Yet Clinton, governor for 12 of the past 14 years, developed an economic program for Arkansas which has allowed that state to surpass national growth averages. For example, non-farm employment in Arkansas grew by 24 percent from 1979 to 1991, compared with 20 percent nationwide. Since 1988, Arkansas boasts a non-farm job growth of 11.5 percent—compared with just one percent nationally. The state's overall taxing and

spending (as a percentage of personal income) has changed little since '79, while during the past several years Arkansas has enjoyed greater relative income growth than the U.S. as a whole. Further, despite claims to the contrary by Bush, the relative size of government in Arkansas has been shrinking under Clinton, rather than growing. Clinton, on hand to thank organized labor for its endorsement, reaffirmed his "commitment to working men and women . . . and to the forgotten middle class." He contrasted his "high-wage, high-growth, high-opportunity" economic proposals with the "hard-work, low-wage, low-growth" record of President Bush. Clinton, who twice has been voted by his fellow governors as the most effective chief executive in the nation, has promised to sign a bill which would ban permanent

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U.S. Taxpayer Monies Pay For Job Export Schemes

While more than 10 million Americans are out of work, a U.S. government agency is providing funding and assistance to American businesses which are transferring production overseas. There has been no attempt by the Bush administration to halt the use of funds from the U.S. Agency for International Development (AID) in promoting job export schemes. But the matter now is before the public as a result of television coverage in a September 28 *60 Minutes* segment and in a September 30 broadcast of *Nightline*. Outcry over the use of U.S. taxpayers' dollars to assist businesses relocate off shore has been swift. "If this nation is to survive, it must stop this flow of jobs from the United States to other countries," SIU President Michael Sacco said. "The Agency for International Development over the years has demonstrated it is not working for the interest of the United States and its citizens. This is the same agency which over the years has repeatedly violated the nation's cargo preference laws," the Seafarers president stated. (Cargo preference laws require that a certain percentage of government-impelled cargoes be carried on U.S.-flag ships.) Sacco added, "Perhaps the government

should re-establish AID as the Agency for National Development." What the investigative reports on these news programs show is that U.S. taxpayer monies have been funneled by AID to foreign promotional groups which lure American businesses to low-wage countries in Central America and Asia. **Ads Lure Flight** Among the ways the dollars have been used are to underwrite advertisements in trade journals promoting the low wages paid to workers in Central America and the Caribbean Basin and fund the construction of industrial parks where American manufacturers can move after closing their U.S. plants. One of the most notorious ads was one printed in a textile-industry magazine praising "Quality, industriousness and reliability is what El Salvador offers you!" It features a woman at a sewing machine producing "apparel for U.S. markets" who can be hired "for 57 cents an hour" in the 1990 version and "for 33 cents an hour" one year later. The ads were paid by FUSADES (the Salvadoran Foundation for Economic and Social Development), which in turn receives funds from the AID—a total of

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A brief example of our work

Briefly, here's why: Jamaica offers low labor costs and a

Quality, Industriousness and Reliability Is What El Salvador Offers You!

Rosa Martinez produces apparel for U.S. markets on her sewing machine in El Salvador. You can hire her for 57-cents an hour.

Want to cut your labor costs? Cut here

Honduras

Ads such as these, put out by foreign businessmen's groups financed by U.S. government money, urge American businesses to transfer production facilities overseas.

Seafarers Meet Disaster Demands, Aid Storm Victims



AP World Wide Photo

The island of Kauai, damaged from the high winds and rain of Hurricane Iniki, temporarily will be removed as a port of call for SIU-crewed passenger ships, the *Independence* and *Constitution*.

Responding to separate storms which battered Hawaii and Guam, Seafarers sailed ships out of harm's way and then provided supplies and other aid for the victims.

In Hawaii, the SIU-crewed *SS Independence* and *SS Constitution* took different courses of action to avoid damage from Hurricane Iniki, which struck most of the islands September 12. The *Constitution* sailed out of Nawiliwili, Kauai—the island which took the brunt of the storm—early that morning and travelled to a safe area, while the *Independence* safely remained docked in Kahului, Maui.

Both the *Independence* and the *Constitution*, cruise ships operated by American Hawaii Cruises, sailed to Honolulu the next day and began temporary schedules which do not include stops at Kauai. A company spokesperson said the slightly altered schedules will remain in effect until Kauai "is ready to accept visitors."

Like the cruise ships, the two major container carriers serving

Hawaii—SIU-contracted Sealift Service and Matson Navigation Co.—appeared unscathed by the hurricane, the *Journal of Commerce* reported. (The unlicensed positions on Matson vessels are 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.)

Along with military vessels, the commercial shipping lines transported food, drinking water, tents and other relief to Kauai. Meanwhile, barges brought telegraph poles and heavy cables to the badly damaged island so that communication could be re-established between Kauai and the other islands.

Iniki rendered homeless at least 8,000 of Kauai's 52,000 people. Many citizens remained in homes which were badly damaged and which had no water or electricity.

Officials reported three deaths

and about 100 injuries resulted from the hurricane, which caused at least a billion dollars in damages.

Typhoon Hammers Guam

On August 28, Typhoon Omar and its 155-mph wind gusts hammered Guam. Fewer than 100 injuries and only one fatality were reported—a Guam civilian died after being struck by falling debris.

But the Pacific island, home to 135,000 residents including more than 21,000 U.S. military personnel or dependents, sustained approximately a half-billion dollars' worth of damage. Like parts of Hawaii, Guam was declared a disaster area.

Within hours after Omar ravaged the island, Military Sealift Command vessels arrived to provide supplies and assistance. Among the ships which took part in the initial aid operations were the *MV 1st Lt. Jack Lummus* and the fleet tug *USNS Navajo*, both manned by Seafarers.

The *Lummus* brought 23 large mobile water storage tanks, four water-making plants and 40 generators to the island. The *Navajo* assisted the *USS White Plains* in getting free from mud, sand and crushed coral after the Navy supply ship went aground.

SIU members aboard the *Lummus* during these events included Bosun Kelly Devine, ABs

Robert Koppel, Paul Griffin, Paul Grady and J. Hall, Chief Pumpman Steve Anderson, QMEDs George Owens and Paul Happel, Chief Steward L. Oram, Chief Cook E. Loret, Cook and Baker Yvonne DeSilva, Messmen Peggy

Langford and Rich Gray and SA Eduardo Tomas.

SIU members aboard the *Navajo* included ABs Frederick Smalley and Bart Solis, Steward/Baker Robert Burdine and Cook and Baker Miguel Ormenita.

'Brotherhood of the Sea' Raises Funds, Supplies



Food and other supplies collected by Seafarers in the Brooklyn, N.Y. hall are received by SIU Pensioner Pedro Mena, his grandsons Paul and Etienne, AB Ron Mena, Mrs. Judith Mena (Pedro's wife) and granddaughter Jasmine.

More than one month has passed since Hurricane Andrew rampaged through Florida and Louisiana, but recovery is far from complete.

Accordingly, the SIU last month continued its support of the relief effort. First, supplies were donated by Seafarers from the ports of Jacksonville, Fla. and New York. Then, the Baltimore Port Council of the Maritime Trades Department donated \$2,000 to the AFL-CIO's Hurricane Relief Fund.

From the Lundberg School, upgraders, trainees and staff members donated a truckload of items such as paints, hardware, baby food and diapers. The school also hopes to collect \$2,500 in donations for the hurricane victims.

Donations of useful items for victims of Hurricane Andrew still are being collected at all SIU halls. The materials collected will go first to Seafarers who need the

assistance and then to other trade unionists in the disaster-struck areas.

Wiper Ernesto Mardones' home was declared unfit for habitation after Andrew hit the dwelling in Homestead, Fla. The 72-year-old Mardones told SIU Port Representative Ambrose Cucinotta, who is based in Dania, Fla., that his home sustained \$63,000 in damage.

Home Rendered 'Unlivable'

Similarly, pensioner Pedro Mena faces the task of repairing his suburban Miami home. It was rendered unlivable by the hurricane.

Overall, Andrew destroyed or damaged 117,000 homes in Florida and 14,000 in Louisiana. A quarter of a million people were left homeless.

The hurricane caused an estimated \$20 billion in damage in Florida and \$1.5 billion in Louisiana. Fifty-two people died due to the storm.



The *1st Lt. Jack Lummus* transported supplies to victims of Guam's Typhoon Omar.

U.S. Rep. Walter Jones Dies

U.S. Representative Walter Jones (D-N.C.), the chairman of the House Merchant Marine and Fisheries Committee, succumbed to pneumonia September 15. He was 79 years old.

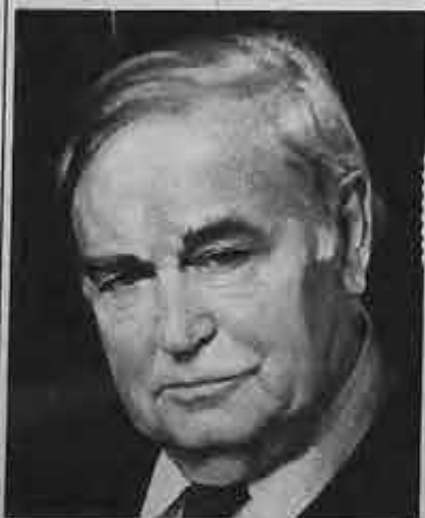
Jones, who was not seeking re-election and was set to retire from Congress at the end of the year, had led since 1981 the House of Representatives committee that oversees the U.S.-flag merchant marine and fishing industries, the Coast Guard, wildlife conservation and the ocean's continental shelf. He first was elected to Congress in a special election in 1966.

Jones was a strong proponent of the U.S.-flag merchant marine.

Maritime Loses a Friend

"With Congressman Jones' death, the maritime industry has lost a good friend who certainly was aware of the needs of the U.S. shipping sector and its importance to the country's security and national defense," SIU President Michael Sacco said. "He worked constantly to upgrade the U.S. fleet, although there have been times when this was done under very difficult circumstances."

Long before Iraq invaded Kuwait in August 1990, which initiated the transfer of American troops and materiel to Saudi Arabia, Jones called for a build-up of the U.S. merchant fleet. Speaking at the 1984 Seafarers International Union convention, he told the delegates, "A strong merchant marine is at the very



Rep. Walter Jones

base of our defense and foreign trade policies." Following the war, he strongly supported legislation to include money for sealift in Defense Department appropriations.

Studds Is Acting Chairman

The congressman also served in the North Carolina General Assembly and Senate from 1955 to 1966. He was mayor of Farmville, N.C. from 1949 to 1953. He is survived by his wife, Elizabeth Fischer Jones; two children, Walter Jr. and DotDee; and four grandchildren.

Shortly after being hospitalized in August, Jones had asked U.S. Representative Gerry Studds (D-Mass.) to run the committee. Studds is expected to be named the committee's chairman by his colleagues when the 102nd Congress convenes in January.

House Votes to Close Cabotage Loophole

The House of Representatives approved and sent to the Senate legislation that would eliminate foreign-flag cruises-to-nowhere by vessels operating from U.S. ports. Cruises-to-nowhere involve ships that depart American ports—loaded with U.S. citizens as passengers—and sail past the territorial limits to allow gambling. They return later in the day without docking at another domestic or foreign port.

U.S. Representative Gene Taylor (D-Miss.), who introduced the U.S.-Flag Passenger Vessel Act of 1992 (H.R. 5257), told his colleagues during the floor debate on September 22, "It is a lot more than just tacking an American flag on the stem of a vessel.

"It says that the ship was made in America; it is crewed by Americans; it pays American corporate taxes; it lives by the U.S. Coast Guard standards, which are the highest standards for safety in the world; and it lives by standards set by our predecessors over 200 years ago when they reserved coastwise commerce for Americans."

The bill, approved by a voice vote, is designed to close a loophole in the Passenger Vessel Act of 1886, the passenger equivalent of the 1920 Jones Act which limits commerce between two U.S. ports to U.S.-built and U.S.-flagged vessels.

Over the years, administrative decisions by the U.S. Customs Service allowed the foreign-flag operators to sail the cruise-to-nowhere vessels, which usually feature entertainment, dining and gambling.

In speaking for the bill, U.S. Representative Robert Davis (R-Mich.), the ranking minority member of the House Merchant Marine and Fisheries Committee, pointed out that charter boats which take passengers out into the ocean on a fishing trip are covered by the Passenger Vessel Act. However, he stated, if a vessel takes passengers from an American port out into the ocean for a dinner cruise or a day of entertainment, the Customs Service says the Passenger Vessel Act does not apply to that boat.

"H.R. 5257 will ultimately re-

quire that all vessels departing U.S. ports to engage in voyages to nowhere will have to be U.S. flag, U.S. owned and U.S. built," Davis added.

U.S. Representative Gerry Studds (D-Mass.), the acting chairman of the House Merchant Marine and Fisheries Committee, told the House several of the foreign-flag operators are making plans to convert their ships to fly the American flag should the bill pass.

"H.R. 5257 creates jobs for U.S. shipyards and seagoing workers," Studds said on the House floor. "It also ensures that these vessels, which transport millions of American citizens, are subject to full safety inspections by the U.S. Coast Guard."

Earlier this year, the Congress passed and President George Bush signed into law legislation that allows gambling on U.S.-flag passenger vessels. President Bush has threatened to veto the bill to close the cruise-to-nowhere loophole. He said he opposes expansion of U.S. cabotage laws to include the cruise-to-nowhere trade.

Foreign Rustbuckets Endanger Communities, Crews

There are hundreds and hundreds of ships in the world's fleet that simply are accidents waiting to happen. These vessels are old, veritable rustbuckets. These vessels are not responsible to any nation and its regulatory regime—they operate under runaway flags. These vessels are likely to be bulk carriers, tankers or general cargo ships.

Many of these vessels already have wreaked havoc on port communities around the world, polluting their waters, ramming coastwise vessels, damaging marine equipment. These foreign-flag rustbuckets have caused the death of thousands of seamen.

Some nations have recognized the danger these flag-of-convenience ships—responsible to no government—pose to the port communities where the ships load and unload their cargo. European nations, Canada, Australia, among others, are on the lookout for runaway-flag ships, easily identified by their sub-standard condition.

The Canadian coast guard announced earlier this year it would begin inspecting every 40,000 to 100,000 bulkers older than 10 years entering its waters if it was from one of the following registers: Panama 64, Liberia, Bahamas, Malta, Cyprus, Iran and the Philippines.

The Canadian coast guard pegged its inspections to ships under these flags, the first four of which are the world's major flag-of-convenience operations, because of the consistently poor safety record of ships in these registers.

The Norwegian government, stung by public outcry over several groundings of foreign-flag tankers off its shores, has tightened its inspection regime of ships entering its coastal waters. In particular, the Norwegians distrust Panamanian-flag and Maltese-flag ships as Norwegian inspectors have found vessels in these runaway registers to consistently have substandard conditions.

Half Have Defects

Further evidence of the deteriorating state of ships and the dangers posed by foreign-flag vessels is found in a report of a group of 15 European nations which coordinates inspections of ships entering European coastal waters.

In a report released this summer, the Secretariat of

the Memorandum of Understanding on Port State Control, based in the Netherlands, pointed out that maritime safety regulations traditionally have been promulgated and enforced by the nation in which a vessel is registered. But with the rise of foreign-flag registers, this safety regime has broken down, stated the secretariat.

In their inspection of ships entering European ports, the secretariat found that 45.58 percent of the vessels—6,554 ships—reviewed had safety problems. These ships registered 25,930 defects. More than 5 percent of inspected vessels—525 ships—had to be detained.

In one year the following number of vessels from these runaway registers were detained due to the magnitude of their safety violations: Panama 64, Cyprus 57, Malta 55, Liberia 35, Bahamas 28, Honduras 16, Antigua and Barbuda 13.

Sixty Percent Dangerous

In 1990, the Australian maritime safety authority detained 60 percent of all foreign ships it inspected because of poor safety equipment or structural defects.

Last month, the police inspecting ships at the port of Hamburg and Elbe River area of Germany reports a sharp rise in collisions—82 last year. The primary culprits, they said, are Panamanian-flag and Cyprus-flag ships with poorly trained officers and faulty engines.

Accident data compiled by Lloyd's of London indicates flag-of-convenience vessels are twice as likely as a vessel under a developed nation's flag to have accidents.

The danger these runaway-flag ships pose is immense. There are more than 5,500 runaway registry ships plying the high seas. Close to half the world's tanker fleet operates under flag-of-convenience registers. More than 1,500 bulkers and 2,200 general cargo ships are in the runaway fleet.

The bulk fleet in particular is aging. More than 34 percent of the bulk fleet is over 15 years of age. While bulkers only make up 7 percent of the world's combined fleet, they account for 57 percent of the accidents.

The runaway register has become an income-generator for financially impoverished governments. As such, the likelihood is that they will continue to flourish. With income as its purpose, these flag-of-convenience registries demonstrate little concern for in-

spection and safety standards or for working conditions for crewmembers.

Take for example the Mauritius register, which recently has been put in place. Mauritius does not intend to employ any maritime inspectors. It claims shipowners can police themselves.

As runaway registers proliferate, each one hawking its wares to shipowners around the world, any minimal conditions imposed by such registers become a handicap in drive to attract ships.

Surveyors In Trouble

Standards have become so bad, that the major classification societies, which are in essence organizations paid by shipowners to inspect their vessels, have said they would tighten up their requirements.

Yet, while major classification societies talk about tightening up their acts, a number of smaller classification societies have cropped up which offer the shipowner less stringent inspection procedures and which will look the other way instead of demanding expensive repairs.

The major classification societies, faced with mounting costs and bad publicity, report they have weeded out the riff-raff from their rolls. This year, Lloyd's Register says 265 ships have left its ranks, 85 of which were asked to leave. American Bureau of Shipping dropped 338 ships for non-compliance with class rules.

Insurance Groups Skeptical

Marine insurance underwriters, however, have become skeptical of certificates issued by even the most highly reputable classification societies. Faced with big claims on their cash reserves, underwriters now are now conducting their own ship surveys.

Despite the fact that classification societies and marine insurance groups have taken some steps to cull out substandard ships, there is plenty of opportunity for such vessels to find shelter in one of the many runaway-flag registers.

The very same ships which have failed to meet the standards of one classification society are likely to surface under another name, another registry, calling on ports throughout the world.

It is precisely these ships that will appear in tomorrow's headlines about some major shipping accident.

Crewmembers Bear Brunt Of World's Deteriorating Shipping Standards

Last year 1,204 seamen died as a result of ship accidents, most of which involved flag-of-convenience ships.

Additionally, thousands of seamen suffered countless indignities—starvation, working arrangements amounting to indentured servitude and nightmarish shipboard conditions.

Every year, the world's seamen sailing aboard flag-of-convenience ships pay with their lives and with their human dignity the price of substandard shipping.

Seamen on foreign-flag ships, often selected from the world's most exploited labor pools, easily are abused by the runaway-flag operator. Many seamen are not paid. Some receive only a portion of promised wages. Many are kept on board for several more months than originally planned. In numerous instances, very little food is rationed. Often, the seamen receive no training.

Seamen In Limbo

Responsibility for these abuses is handed off between manning agents, charterers, ship managers, shipowners and runaway-registry representatives. The result is that foreign seamen are left in limbo with no party in the shipping business responsible for their welfare.

The following summaries of incidents reported by inspectors of the International Transport

Workers Federation (ITF) are not unusual on foreign-flag ships.

Oceanid

The Latin American crew on board the Cyprus-registered *Oceanid*, which was owned by a Greek company, sailed from India to the UK on a voyage in 1991. Rations for the crew during the trip consisted of a handful of rice and a potato each. The only drinking water available to the crew was an old rusty oil drum used to catch rainwater.

Arushi and Dilini

Two Sri Lankan-flag ships, the *Arushi* and the *Dilini*, in 1991 were detained by British authorities for unseaworthiness. The Finnish owners abandoned the ships and crewmembers, who were owed \$140,000 in back wages. Both ships were arrested and put up for auction. The *Dilini* was reportedly sold for scrap, and the crew only received 75 percent of their money. In fact, the *Dilini* wasn't scrapped—it was bought by its owners, who dodged their debts and re-registered the ship as the *Norina* under the Honduran flag. Most recently, the ship has been held up by Swedish Maritime Safety Inspectors who found that the steering gear-bearings were badly worn, fire-extinguishers were broken, lifesaving equipment was missing and hatches, fuel and ballast tanks all had leaks. The ship did not have a



First under the Antigua and Barbuda-flag, then hastily switched to another runaway register, the *Peter*, now the *Swan I*, is owned by Germans who have stiffed the Filipino crewmembers of wages. This is a typical foreign-flag ship story.

classification society certificate. In the spring the ship, which should have been scrapped, was purchased by a Latvian company.

Litsa N.

In March The Cypriot-flag *Litsa N.*, limped into a German port after what must have been a perilous Atlantic crossing for its crew of 17 Russian and Polish mariners. The *Litsa N.*'s hull was defective and letting in water. The ship's rail, the companion ways and the hatch covers were all rusted through and could give way at any moment. Both the firefighting and lifesaving equipment on board were inadequate. The ship's lifeboats were corroded and one of them had a large hole. The fresh water supply was contaminated with oil. The *Litsa N.* also was an environmental disaster, discharging large quantities of oil and bilge water mixed with oil while at sea. The ship literally was held together by rust. It was detained when it arrived in Germany. However,



Cypriot-flag *Litsa N.* should have been scrapped. Instead it was sold to a Latvian company.

it was released after the owners promised major repairs.

Peter

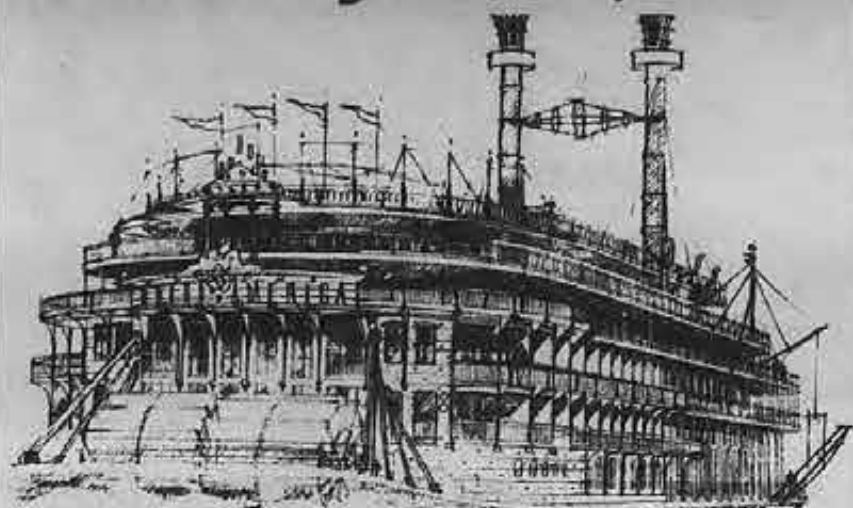
The German-owned, 23 year old Antigua and Barbuda-flag *Peter* was manned by Filipinos hired through a British crewing agent. The seamen were owed wages. The vessel owners said the funds had to come from the charter, Bolivar Navigation, whose agent has no permanent address and a mobile phone

number that changes daily.

While on the run from the seamen's back pay claims, the vessel owner changed the name of the ship to the *Swan I* and switched registers to that of St. Vincent in April 1992. The owners also attempted to stiff the crewmembers out of their transportation back to Manila, promising airline tickets that never materialized. The ITF did secure the seamen's transportation funds.

SIU to Man Two New Riverboats

Elaborate Paddlewheeler Planned by Delta Queen



America's newest paddlewheeler is on the drawing board at the Delta Queen Steamboat Company.

Plans are under way for the SIU-contracted Delta Queen Steamboat Company to build the biggest, most elaborate paddlewheel steamboat ever to sail on America's rivers, the New Orleans-based company announced last month.

"Financing is already arranged for the project," according to a press statement issued by the company. The projected construction costs are between \$50 and \$60 million. Bids are expected to go to shipyards in the fall.

Tentatively called the *Belle of America*, the 425-foot, six-deck vessel is expected to begin operations in the summer of 1994. Like its sister ships, the *Delta Queen* and *Mississippi Queen*, the *Belle of America* will cruise the Mississippi and Ohio rivers as well as several of their tributaries.

Capable of carrying 420 overnight passengers, the *Belle of America* will increase the capacity for the company fleet by 70 percent. It will be the first new steam-powered riverboat built in the U.S. in almost 20 years.

Designers for the paddlewheeler studied historic photographs and archival materials related to other riverboats to recreate a late 19th century look for the vessel. "We made the decision to incorporate what is basically 19th century technology in the design of the new boat because it is true to our company's river heritage," Patrick Fahey, company president, said "We're the last living

link to the golden age of steam."

The *Belle of America* will be built with a covered deck utilizing swings and rocking chairs. However, it also will feature modern amenities—like a swimming pool and elevators—as are found on ocean-going ships.

Engineroom on View

The proposed riverboat will offer cabins that open onto promenade decks like those on the *Delta Queen*. The design of the vessel will allow passengers to observe the engineroom at work, as does the *Delta Queen*.

One of the highlights on the *Belle* will be the Grand Saloon. It is being designed to look like a miniature opera house that could have been found in a small prosperous river town in the late 1800s, the company's release noted. The Grand Saloon will feature a tall proscenium stage, framed by a decorated archway and flanked by private box seats.

The *Delta Queen* is the smaller and older of the two boats already in service by the company. It was built in 1926 to move people and supplies between San Francisco and Sacramento, Calif., carries a crew of 80 people and was named a National Historic Landmark in 1989. The *Mississippi Queen* started sailing in 1976. It has a crew of 165 people.

The Delta Queen Steamboat Co. was founded in 1890. Once built and under way, the *Belle of America* will be the 30th steamboat owned or operated by the firm.

Alton Belle to Construct 1,400-Passenger Vessel

SIU crewmembers aboard the *Alton Belle Riverboat Casino* said they could not wait to work on a proposed new riverboat, unveiled last month during the casino's first-year anniversary celebration.

Deckhand Lonnie Partridge told a reporter for the *Seafarers LOG* after seeing an artist's conception, "She's beautiful. That is going to be nice. We can't wait for it to get here."

Approximately 100 more people will be employed when the new riverboat is expected to begin operations in May 1993. The vessel, which will assume the *Alton Belle* name when it goes into service, will triple the size of the original casino, which sails from Alton, Ill., near St. Louis. The 220-foot craft is under construction in Jacksonville, Fla.

Futuristic Riverboat

Unlike the present vessel which was adapted to look like an old-fashioned riverboat, the new *Alton Belle* will feature a sleek, aerodynamic look. "I haven't seen anything like that on the river," noted Deckhand Jeff Zeller. "It's going to take a lot of people by surprise."

Besides the name and the crew, the only other thing the two boats will have in common is three decks for gambling. The new craft will be longer (by 55 feet) and slightly wider, which will allow up to 1,400 passengers

to ride at one time, more than triple the present boat's capacity. It also will feature sit-down bar areas on all three decks.

The future *Alton Belle* will dock at the SIU-crewed Alton Landing barge, which features a restaurant, buffet and bar for guest use before and after cruises. When the new boat arrives, the present vessel will be taken out of service. Company officials said it probably would be sold and moved to another location.

John T. Conners, the partnership's chief operating officer, told the press during the anniversary celebration and unveiling of the artist's rendition of the new vessel, "This is a very moving day for me. We have no employees; we are one big family. Confidence and trust have made this a success."

"Our employees are the strength of this operation," added Tom Long, chief financial officer. "Without them, there would be no *Alton Belle*."

Long went on to say the new riverboat is being built "to remain competitive. We want to remain one step ahead and succeed at it."

In its first year on the Mississippi River, the *Alton Belle* drew more than 800,000 passengers. It sails several times each day, taking passengers on 90-minute cruises north of Alton on the Mississippi River. Revenues of \$45.5 million more than doubled the company's original first-year estimates.



Artist's rendition of the new vessel was unveiled during the first anniversary celebration of the *Alton Belle Riverboat Casino*.

Frank Paladino, SIU HQ Rep, Dies of Cancer



Frank Paladino

SIU Headquarters Representative Frank Paladino passed away September 10 after a long bout with cancer. He was 52.

A native of Brooklyn, N.Y., Paladino worked for the SIU for more than 30 years. He worked in the union's data center from 1961 until the mid-1970s, and the SIU still is using many of the software applications which he designed.

In the late 1970s, Paladino joined the SIU executive staff and began working out of headquarters in Brooklyn. When the SIU moved its headquarters to Piney Point, Md. in 1982, he followed. Paladino wore many administrative hats from then until his passing. He serviced and negotiated contracts for the SIU's inland division, as well as for the SIU-affiliated United Industrial Workers.

He worked as a liaison between headquarters and the SIU's Lundeberg School.

'He'll Be Missed'

At a graveside service for Brother Paladino, SIU President Michael Sacco recalled his good work in behalf of the union. "No detail was too small for Frank," Sacco reminisced about Brother Paladino's good nature and cooperative spirit. "We will miss him," he said.

"Frank was a hard worker and a likeable guy," added retired SIU Vice President Contracts Angus "Red" Campbell, who worked with Paladino for many years.

Paladino served in the Navy from 1958 to 1959. He was buried at the Seafarers Haven Cemetery in Piney Point, Md. He is survived by his brother, Mike Paladino, SIU port agent at the port of Norfolk, Va., and by three daughters: Theresa, 28; Maryanne, 24; and Renee, 21.

Long Beach Council: The Queen Mary Stays Open

Members of the Seafarers-affiliated United Industrial



Union Representative Wadena Arindin (left) seeks more signatures while a Long Beach resident signs a petition to keep the *Queen Mary* docked in Long Beach, Calif.

Workers (UIW) won a "tremendous victory" September 29 when the Long Beach (Calif.) City Council voted to keep the famed *Queen Mary* docked in the southern California city.

"This is one of the greatest victories in this area in a long time," Steve Edney, the UIW's national director, told the *Seafarers LOG*. "Much of the city was mobilized against the mayor, who wanted to sell the ship to foreign interests. The council overrode the wishes of the mayor and voted to keep the jobs."

More than 1,200 jobs were pending the outcome of the vote.

"The UIW and the rest of organized labor spearheaded the effort to save the *Queen Mary*," Edney said. In overcoming the opposition of the mayor as well as

that of the local newspaper, the UIW crafted a coalition of labor, business, tourism and civic officials to urge the council to keep the former Cunard luxury liner in Long Beach, where it has been for 20 years.

Thousands Support Effort

The first step was a citywide petition drive in which thousands of residents placed their signatures in support of keeping the tourist attraction known around the world. Next, supporters attended city council meetings to let their feelings be known.

The coalition kept the pressure on by publicizing in newspaper, radio and television news reports what the effects of losing the *Queen Mary* would be to local tourism. "We had one lady come all the way from Pennsylvania

and ask the council what they were doing in selling the ship," Edney recalled.

Council Votes 7-2

On the day of the vote, more than 300 flag-waving UIW members from the *Queen Mary* packed the meeting room. The hearing lasted more than six hours before the 7-2 vote was cast to keep the vessel.

Walt Disney Co. is the third company to operate the *Queen Mary* Hotel since it opened. The entertainment company had planned to build a theme park on the land around the vessel but had to drop the idea when the state did not approve it. In March, Disney announced it would not renew its lease, which ended September 30. "The whole staff and all of our members got behind this effort to

save the *Queen Mary* and did their parts," Edney said. "There are countless people who helped the committee of Bud Rymer, Ruth Fernandez, Frank Gill, Bob Voden, Wadena Arindin, Irma Ramirez and Margarita Alvarez."

Famed Ship

The UIW will work with the city council to allow card-playing for stakes—the only legalized gambling except for parimutuels in California—on the *Queen Mary* in order to bring more business to the complex and city.

The 1,020-foot liner sailed from 1936 to 1967 when it was purchased by the city. During World War II, it served as a troop carrier. The UIW began representing workers at the 365-room *Queen Mary* Hotel in 1970.

Tanker Seafarers Must Hold Benzene-Clearance Cards

After Nov. 1, SIU Members Claiming Jobs on Tank Vessels Will Show Proof of Blood, Respiratory Tests

After November 1, Seafarers who ship on a tanker or tank vessel will be required to hold documents indicating they have been cleared to work with and around the chemical benzene and products containing benzene.

The new shipping rule is designed to protect Seafarers from the health risks posed by exposure to benzene.

The Seafarers Appeals Board's recently enacted shipping rule requires that when a Seafarer throws in for a tanker job, he or she must present the dispatcher with documents indicating he or she has met the Coast Guard-mandated physical criteria to work on vessels carrying benzene or benzene-containing products and that he or she is in physical shape to wear protective masks.

While the benzene-related documents are not needed at the time of registration, they are required at the time of claiming a job on a tanker. Seafarers shipping on containerships or dry bulkers or certain other types of vessels do not have to hold benzene-clearance documentation.

Repeated exposure to benzene can pose health risks. But by monitoring a Seafarer's blood count to ensure that exposure has not caused any health problems, and by checking his or her respiratory health in order to determine if he or she can wear a protective mask, these risks can be minimized.

Tankers and Benzene

Benzene is found in many petroleum-based substances—crude oil, gasoline, jet fuel, kerosene, petrochemicals—and the chemical is used in the manufacturing of many products. Thus, tankers and tank barges

often carry benzene or substances containing benzene.

This year, federal regulations went into effect which require operators of such vessels to provide protective equipment to any seamen handling benzene or benzene-containing materials.

A key part of this shipboard exposure-prevention equipment is a mask. In order to wear the mask and use it effectively, the wearer must be able to breathe well. This is the reason why any individual working around benzene or benzene-related products must demonstrate respiratory health by taking the pulmonary test.

The federal regulations note that minimizing contact with benzene is important because short-term exposure to the chemical has been found to cause light-headedness and irritation to the eyes, nose and respiratory tract. Long-term exposure to benzene can result in various blood disorders ranging from anemia, a low red blood cell count, to leukemia, a fatal cancer of the blood cells.

Two Medical Tests

The two tests that will be given to indicate benzene clearance are a blood test known as a "Complete Blood Count" ("CBC") and a breathing test known as a "Pulmonary Function Test" ("PFT").

After November 1, a member can take these two tests at Seafarers Welfare Plan clinics. Only Seafarers who wish to claim jobs on tankers must take these two tests, although they are available to all members.

When at the counter at the union hall, a member who plans to ship on tankers should indicate his or her intention to do so. The official at the counter then can schedule appointments for the

Seafarer to take the benzene-related tests at the nearest clinic. Additionally, if a member comes to the union hall to sign up for his or her annual physical, the Seafarer—if he or she intends to ship on tankers—also should sign up for the benzene-related tests.

After meeting the Coast Guard-mandated physical requirements determined by taking the two tests, the Seafarer will be issued a yellow benzene clearance card. His or her clinic card will indicate the tests have been taken, and the member also will receive a written statement.

The special benzene clearance card is yellow. The yellow card will be given to the member after he or she has demonstrated through the results of the blood test and breathing test that he or she is in physical shape to work on a vessel carrying benzene or benzene-related products.

Also, the Seafarers clinic card has been updated so that the front of the document indicates whether or not the member has taken the CBC and PFT tests and been cleared to work around benzene.

The Seafarer will receive a written statement indicating any medical conditions he or she has that could prevent him or her from working around benzene or from being able to use any kind of protective mask, or in certain cases, a particular kind of mask.

What the Tests Find

The CBC test, taken once a year, studies the make-up of an individual's blood. The blood test is required because benzene can affect and impair the work of red blood cells, which carry oxygen; white blood cells, which fight infections; and platelets, which help the blood clot.



The benzene clearance card will be issued to members after they have taken the blood count test (CBC) and the breathing test (PFT). Evidence of having passed the benzene-related tests will be necessary when claiming a job on a tanker after November 1.

In the PFT test, the member blows through a tube into a machine that registers his or her breathing capacity. This test, required every three years, determines the type of respirator a member has to wear when handling or working around benzene.

A Seafarer who shows little or no restrictions in the pulmonary test can be fitted to wear a negative pressure respirator. These generally are the carbon-filtered-cartridge style, similar to gas masks used in the Persian Gulf war. The reason it is called a negative pressure mask is that the person wearing it does all the work to breathe the air through the filter.

A positive pressure respirator supplies oxygen or fresh air to the person from an outside source. Examples include scuba gear and air tanks with masks used by firefighters. If a member displays a breathing impairment, he or she has to use this type of equipment when dealing with or working with benzene.

Special Conditions

If sufficient questions are raised by the test results as to a member's physical condition to work around benzene, the clinic will forward the information to an independent Medical Review Officer (MRO), who is an expert in this field.

The MRO will make a final determination if the member is able to work around benzene or if the member can use any of the protective masks.

In some cases, the MRO will direct the member on what to do to become benzene-cleared. Such may be the case if a member shows a low red blood count. If the MRO has reason to believe the member can increase the red blood count to acceptable levels, the MRO may direct the member to wait for a period and take the blood count test again.

Often, a low red blood count, known as anemia, can be corrected by taking iron pills or other medications. Thus, the MRO might direct a member to follow a medical regime which would bring up the red blood cell count and consequently allow him or her to pass the CBC test.

In most cases, those members found to have blood or respiratory diseases that prevent them from having contact with benzene or benzene-related products and thus will prohibit them from shipping on tankers, may continue to

sail on containerships, dry bulkers and other benzene-free ships.

Coast Guard Requirements

The Coast Guard is charged with investigating tankers and tank barges to see that only benzene-cleared personnel are working in benzene-restricted areas. The federal agency is authorized to issue fines if it discovers unauthorized individuals working with or around the chemical.

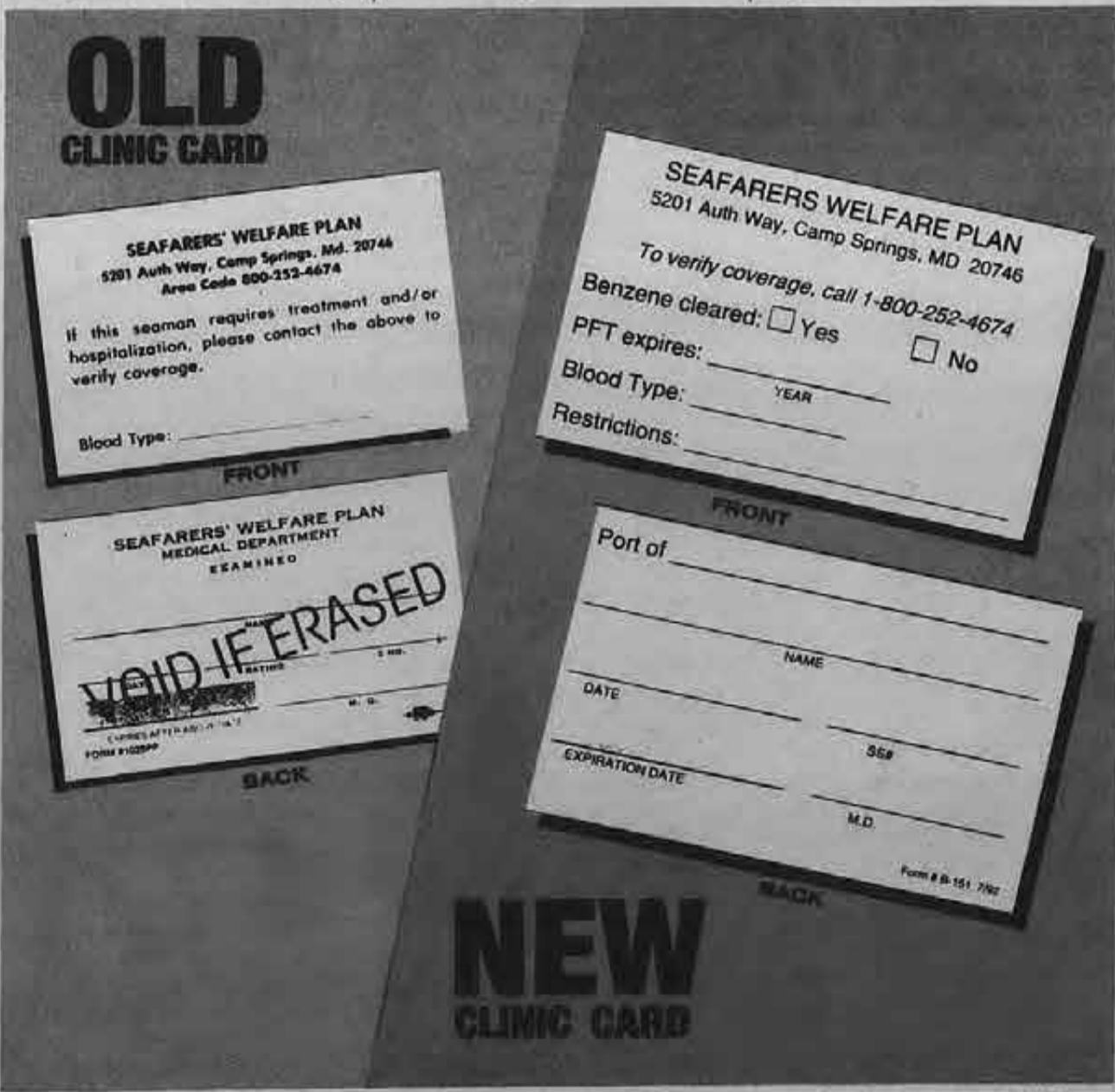
The yellow benzene clearance card issued by the clinics will satisfy Coast Guard investigators. Thus, Seafarers on tankers must have this document in their possession when aboard such vessels.

The Coast Guard benzene exposure rules were announced in October 1991. The regulations were designed to protect mariners from the immediate and long-term health problems that can be caused by benzene, which can be absorbed into the human blood stream both by breathing and skin contact.

As part of these rules, tanker and tank vessel operators are required to carry on board these vessels protective equipment, including breathing masks, which—when worn—minimize the exposure to the chemical. The tanker and tank vessel operators also are required to identify all benzene areas through posted signs.

Additionally, the Coast Guard rules require mariners working with and around the substance to be tested to ensure that they can use the protective masks and that they are not at risk for any of the illnesses that repeated exposure to benzene can cause. The newly-instituted tests conducted by the SIU clinics and the new shipping rule which requires that only benzene-cleared Seafarers work on tankers meet the Coast Guard-mandated regulations.

The agency also requires companies employing mariners who may be exposed to the chemical to have an exposure monitoring system in place as of April 15 of this year. The Coast Guard set exposure limits at one part of benzene per million parts of air (1 ppm) averaged over an eight-hour period. The short-term exposure limit, which cannot be repeated more than four times a day, is 5 ppm averaged over a 15-minute period. The rules also require that a mariner must wait at least an hour between exposure periods.



The new Seafarers Clinic Card on the front indicates that a Seafarer has taken the two tests which are needed for shipping on tankers. SIU clinics will begin issuing the new card after November 1 as members come in for their annual physical and/or the benzene-related tests.

Seafarers Marvel at Waterway's Beauty

Famed Delta Queen Makes First Tenn-Tom Trip



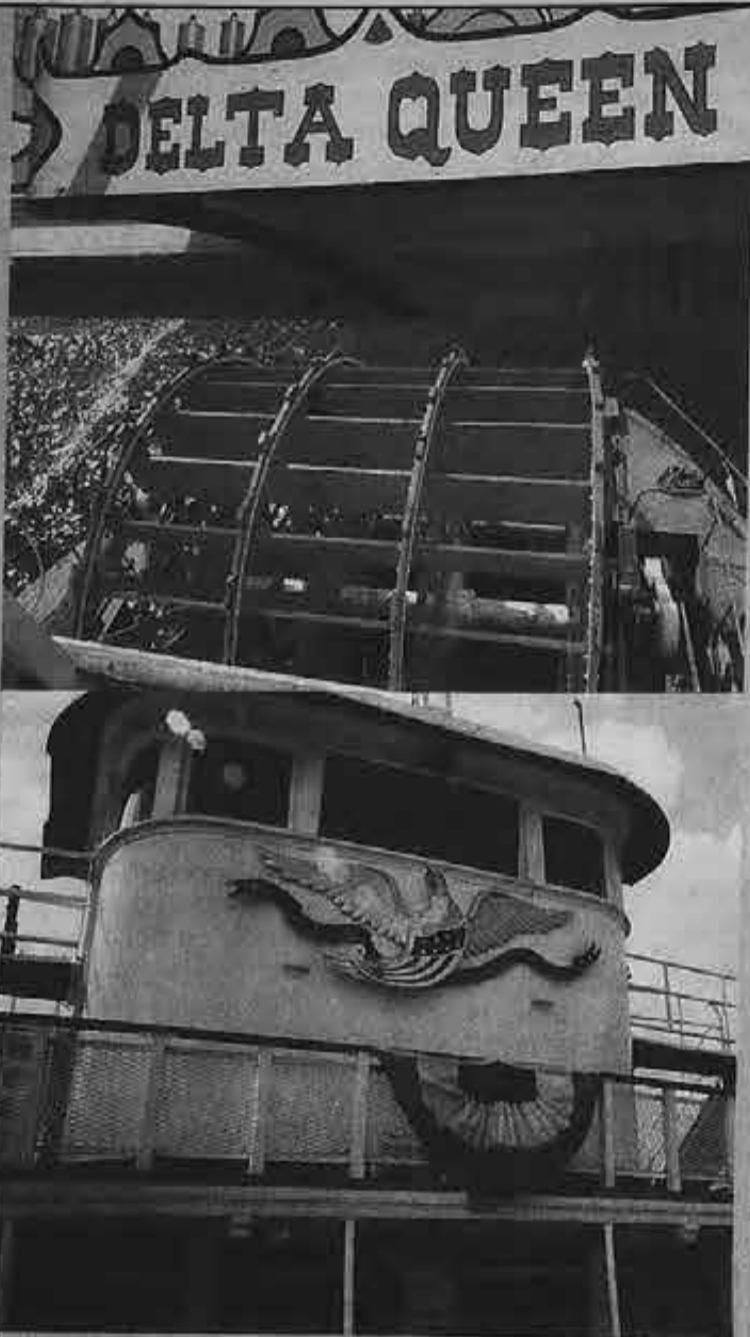
Taking advantage of a few hours dockside to clean the riverboat are deckhands Jeff Kettner (left) and Michael Jackson.



Lead Deckhand Gerald Henderson soaks the bulkhead for sougeeing.



Keeping the lobby clean is Porter Christopher Love.



The Delta Queen riverboat sits next to the Montgomery at the Tom Bevil Lock and Dam on the Tennessee-Tombigbee Waterway.

In four photos above, the Delta Queen docks in Mobile following her first voyage down the Tennessee-Tombigbee Waterway.

The first trip by the SIU-crowed paddlewheel riverboat Delta Queen from Chattanooga, Tenn. to Mobile, Ala. via the Tennessee-Tombigbee Waterway made First Cook Sylvia Moss think of "how the river looked 100 years ago. There were lots of trees and animals and few people."

The Delta Queen Steamboat Co. provided the special 460-mile, one-week excursion down the waterway last month for the Stanford University alumni association and the University of Mississippi Center for the Study of Southern Culture to explore a part of the South seen by few people. The return trip was chartered by the Smithsonian Institution.

The 66-year-old steamboat usually sails along the Mississippi and Ohio rivers. But this voyage followed the Tennessee River west to the Tennessee-Tombigbee Waterway, then south through the canal (opened in 1985) to the Mobile River which carried the vessel into the southern Alabama port city with the same name.

"It was beautiful," Cabin Attendant Kristina Pemberton told a reporter for the Seafarers LOG shortly after the historic paddlewheeler docked. "There were tons of animals—deer, turkeys—all kinds of wildlife and forests."

Darlene London, a self-proclaimed city girl, said the

Continued on page 10



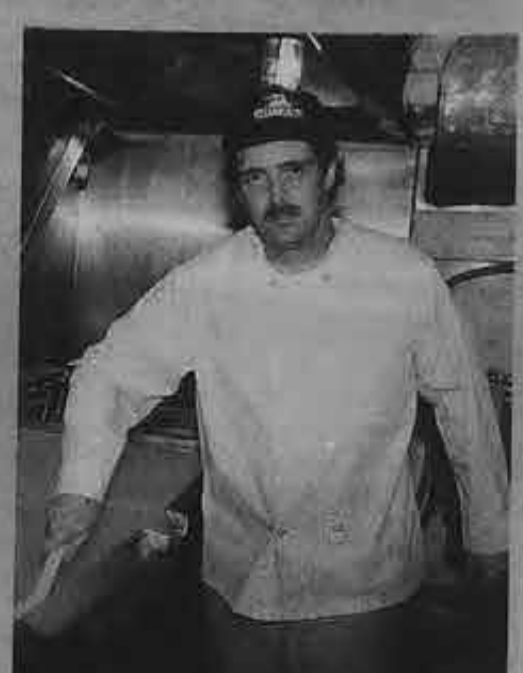
Sous Chef Jeff Hunter (left) offers instructions to Second Cook Patrick Wills on salad making.



Porter William Dorsey delivers the daily newspaper.



Making fruit platters for passengers is Second Cook Rodney Slack.



Life on the river is appealing to First Cook Rich Avotte.

Delawhale's Papale Rescues Injured Boater



Capt. Bob Papale

The past two months have been eventful for SIU members who crew the ferry which runs between Philadelphia and Camden, N.J. In September, the ferry transported its 500,000th passenger since it began operating on March 31. The 100-foot *Delawhale* also carried this year's Miss America contestants.

A substantially less pleasant event took place August 19 at 9:18 p.m. when a pleasure boater—who later was charged with operating a 17-foot craft while intoxicated—smashed his boat into the brightly lit, 100-foot double-deck ferry. A 40-year-old woman was thrown from the pleasure boat against the ferry and then into the Delaware River. Seafarer Bob Papale, the *Delawhale's* captain, dove into the water and saved Victoria DiDomenicis, who suffered serious internal injuries.

DiDomenicis was admitted to a hospital and initially was in critical condition. At press time she still was hospitalized, but her condition had been upgraded to serious.

Amazingly, none of the three males who were in the pleasure boat with DiDomenicis was injured. None of the ferry passengers or crewmembers was hurt, and—unlike the pleasure boat—the ferry sustained no major damage.

Boaters Ignored Warnings

"We left the Philadelphia side at 9:15 and we saw the boat coming toward us," Papale told the *Seafarers LOG*. "This wasn't the first time a pleasure boat seemed to be playing this game of heading toward the ferry and then turning.

"Anyway, they didn't respond to several of our danger signals,

so [another crewmember] cut the engines to neutral, then to reverse. At the last minute, [the boaters] made a hard right, the boat kind of flared up on its side and the woman got flipped into the water. The only thing that saved them was the boat going up on its side."

The boat's bow hit a passenger ramp which extends from the ferry's bow. Deckhand Walt Sargent immediately threw a life ring to DiDomenicis, but she was unable to move after grabbing the ring. "The pleasure boaters were [closer to the water], but they couldn't get her," recalled the 40-year-old Papale, who joined the SIU this year. "I jumped in and grabbed her, and within a couple of minutes the Coast Guard was there in a rubber boat. They dragged us both out of the water."

The individual piloting the boat and the boat owner, who was

aboard, were charged separately with operating a vehicle while intoxicated.

"Bob saved her," said Captain Gerald McGovern, who was not on the *Delawhale* when the accident occurred. "From what I heard, without a doubt, if not for him, she would have died."

Before joining the SIU, Papale spent 16 years working as a delivery man. His routes and cargo were atypical, however. Papale delivered yachts (by sailing them) to buyers along the Intra-coastal Waterway.

During one of those runs, Papale was involved in another rescue. A few years ago, he was sailing through Savannah, Ga. when he spotted a 32-foot sailboat dead in the water.

"It was incredibly cold, about four degrees, and this boat was anchored in an odd spot," Papale recalled. "It turns out the

boat's batteries were dead, and the guy couldn't even send a mayday."

Papale and a co-worker "pulled up and blew our horn, but we didn't hear any type of response." They boarded the sailboat and found an elderly man "sitting in a stupor at the table. We carried him to our boat, and he seemed okay once he got warm. But he had been out there for 14 hours, and he really thought he was going to die."

Return of Philly Ferry Evokes Fond Memories

Les Bredell knows exactly how his father, former SIU member and fleet master Lou Bredell, would have felt about the resumption of the Philadelphia-Camden, N.J. passenger ferry service.



Lou Bredell

"He would have felt the same way I do: great," Les Bredell said. "It's great to see it start up again. I go over the bridge every day, and every day I look down and smile when I see the ferry."

40 Years Later

For 62-year-old Les and other longtime residents of the Philadelphia and Camden areas, the resumption of ferry service there after a 40-year stoppage has triggered a flood of memories. The first regular ferry between those points began operating in 1688. Between 1900 and 1952, nearly one billion passengers used the service.

But bridge construction and rising costs of supplies, insurance and fuel slowly reduced the fleet from 26 ferries to three. Finally, in 1952, the ferry service was out of business.

This past March, however, Les Bredell was on hand to see the resumption of the service. Tourist attractions and an alternative for commuters have helped revive the ferry system. A new SIU-crewed ferry named the *Delawhale* is transporting hundreds and often thousands of passengers daily between Penn's Landing, Philadelphia's

waterfront park, and Cooper's Ferry in Camden.

Lou Bredell, who passed away two years ago, enjoyed a lengthy maritime career which began in 1916, when he was 17 years old. Eventually he became captain of the Philadelphia-Camden fleet. He later joined the Seafarers International Union and worked as a tugboat captain in New York before retiring.

'Would Have Been Thrilled'

Bredell was one of several captains who worked on the old ferries, later joined the SIU and then retired with a Seafarers pension. Others included Captains Benjamin Mezger and Melvin Stoner, both deceased.

"Benjamin would have been thrilled to see this start again," said Florence Mezger, Benjamin's widow. "Although this one's just a baby." (The *Delawhale* is 100 feet in length, compared with many of the old 370-foot boats.)



Ferry service resumed March 31, 1992—40 years to the day that it stopped. Les Bredell believes his father would have loved to see the new ferry, the *Delawhale*.

Les Bredell, who worked for a few years in the late 1940s as an oiler and deckhand on the ferries, is encouraged by the booming business the *Delawhale* has done. "I hope it goes over big," he said. "The old ferries were mostly for

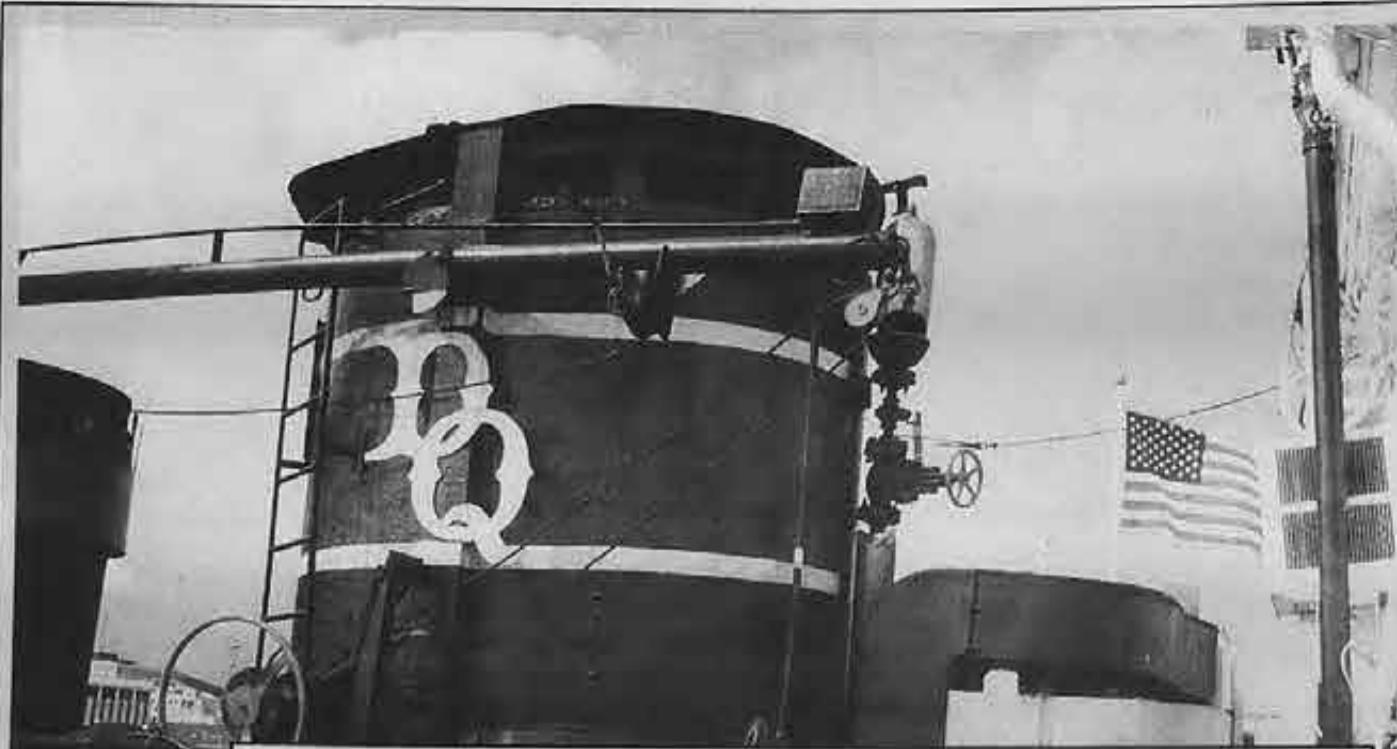
commuters, and those ferries carried cars. Now it's mostly tourists, so it's a different game.

"Back then the boats were larger, so there was more responsibility. They each held 26 automobiles."

The new ferry is scheduled to run every day of the year. It is manned by a pair of rotating four-person crews, and a third crew is scheduled to be added in the near future. Presently, the ferry averages 48 trips daily.



The *Millville* was one of the last passenger ferries to operate between Philadelphia and Camden, N.J. on the Delaware River. Passenger ferry service stopped March 31, 1952. (Photo by R.Long is courtesy of the Philadelphia Maritime Museum.)



Crewmembers Enjoy New Scenery
First Trip for DQ on Tenn-Tom



Grabbing a quick bite to eat in the crew mess is Assistant Purser Paul Nelson.



Sailing on the *Delta Queen* allows New Orleans native Darlene London to see the country.



Cabin Attendant Mira Gnoinska, who had sailed on European vessels before leaving Poland, enjoys seeing America "from the inside."



As a cabin attendant, Kristina Pemberton likes the chance to meet people.



Placing the finishing touches on a room is Cabin Attendant Sharon Creech.



Flower vases are delivered to the dining hall by Waiter Everardo Juarez.



Helping in the galley is Porter Ronald Casimier.



Waiter Jeff Stanek sets tables before the dining room opens.



Polishing a ship's bell in the lobby is Porter Andrew Stokes.



1st Cook Sylvia Moses prepares sandwich tray for a luncheon meeting.

Continued from page 8

voyage was like nothing she had ever seen before. "I've always lived in New Orleans," the cabin attendant noted. "The trip was beautiful."

"Tranquil" was the term used by Suzanne Larson. A resident of Colorado, Larson said that during her time off as a cabin attendant, she would "sit, look at the beauty and be at peace."

In a twist of fate, Larson is following in the footsteps of her children—Rick, Scott and Debbie—all of whom sail on the *Mississippi Queen*. "My daughter (Debbie) in the seventh grade said she wanted to work on a cruise ship and she never outgrew it."

After riding the *Mississippi Queen*—the *Delta Queen's* sister ship—twice last year as a passenger, Larson decided she wanted to work on one of the vessels this year. "I really like it. The crew is so nice and helpful."

While Larson is one of the newcomers aboard the national historic landmark, Fireman Charles Chinn is one of its old-timers. Chinn has sailed on the *Delta Queen* for 22 years.

"I started sailing many years ago on the old *Belle of Louisville*," Chinn recalled. "I was a member of the band playing for the passengers every night. While sailing, I went into the engineroom and decided that's what I wanted to do. That was 1957."

Lead Deckhand Gerald Henderson, a four-and-a-half-year veteran on the *Delta Queen*, said Chinn is one of the steady influences on the boat. "He's been

here so long that if any of us have a question or problem, we go and see him," Henderson stated.

Another veteran of steamboating is Cabin Steward Mira Gnoinska. She left her native Poland 11 years ago at a time when Polish workers and their union, Solidarity, were seeking an end to the repressive communist regime. She had been sailing on Scandinavian vessels and left her ship when it docked in New Orleans.

"In 1981, I was stuck here," Gnoinska remembered. "I heard about this job. I knew it would be different, but I like it. I get to see all the states from the inside and there are so many interesting people." She has sailed on the *Delta Queen* for 10 years.

Two first-year crewmembers, Porter Ronald Casimier and First Cook Rich Ayotte, already are looking forward to steamboating again next year. "I love it," Casimier stated. "You see new places, meet new people and get lots of advice from the passengers."

Ayotte had been working ashore in a private restaurant in Biloxi, Miss. "This is different from working on the shore," he noted. "I've enjoyed it and hope to be back next year."

The *Delta Queen* was built in 1926. Originally designed to ferry passengers and cargo between San Francisco and Sacramento, the vessel fell upon hard times before being taken over by the U.S. Navy during World War II. In 1948, the steamboat made her maiden voyage as the *Delta Queen* between Cincinnati and Cairo, Ill.



Utilitymen Dennis Givens (left) and Charles Thompson clean the galley between meals.



Cabin Attendant Suzanne Larson follows in the footsteps of her seafaring children.



Fireman Charles Chinn has kept an eye on engineroom operations for 22 years.

Information for the 1992 Election of Officers SIU: Atlantic, Gulf, Lakes & Inland Waters District

Secret Ballot Election for Union Officers Begins Nov. 1

Secret ballots for the election of officers of the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters District will be available to members from November 1 through December 31, 1992.

Seafarers eligible to vote in this election to determine union officers for the 1993-1996 term are full book members in good standing. This eligibility criteria is spelled out in the union's governing document, the constitution.

The ballot will list the names of all qualified candidates as determined by the credentials committee, a group made up of six rank-and-file Seafarers who reviewed the nominating petitions of all SIU members seeking office in this district-wide election. A sample of this ballot appears on the next page.

Twenty-seven Positions

The credentials committee report, which was prepared August 17 and submitted to the membership at the September monthly meetings, indicated 28 candidates had qualified to run for 27 positions.

The 27 posts for which

Seafarers will cast their ballots are president, executive vice president, secretary-treasurer, six vice presidents, six assistant vice presidents, two headquarters representatives and 10 port agents.

Seafarer Mails Ballot

The election will be conducted by mail ballot as provided by the union's constitution. Secret ballots, accompanied by envelopes marked "Ballot" and postage paid envelopes printed with the address of the bank depository where the ballots are kept until submitted to the tallying committee, will be available to full book members in good standing at 20 union halls around the country. (See list of voting locations on this page.)

Eligible Seafarers may pick up their ballots and envelopes marked "Ballot" and mailing envelopes at these halls between 9:00 am until 12:00 noon, Monday through Saturday, except legal holidays, from November 1 to December 31.

Each member must present his or her book to the port agent or the agent's designated representative when receiving the ballot, the en-

velope marked "Ballot" and the mailing envelope. When the Seafarer receives the ballot and envelopes, his or her book will be stamped with the word "Voted" and the date.

If a member does not present his or her book, or if there is a question in regard to his or her eligibility to vote, the Seafarer will receive a mailing envelope of a different color marked with the word "Challenge." His or her book will be stamped with the words "Voted Challenge" and the date.

For members who believe they will be at sea during this time, the SIU constitution provides for ab-

sentee voting procedures. Full book members in good standing who need to vote by absentee ballot should direct a request for the ballot to the union's secretary-treasurer at SIU headquarters—5201 Auth Way; Camp Springs, Md. 20746.

Integrity Assured

Once the Seafarer has received his or her ballot and envelopes, he or she marks the ballot for the candidates of his or her choice and puts it in the envelope marked "Ballot." This envelope is sealed by the member and placed in the mailing envelope and then dispatched in the mail. These steps ensure the

integrity of the secret ballot process.

The union's constitution, in Article XIII, details the procedures for voting in union elections. On pages 13-14, this section of the constitution is printed in full. Also, appearing on this page are brief summaries of voting procedures and absentee voting procedures.

All ballots will be counted by the rank-and-file tallying committee consisting of two members elected from the union's constitutional ports. These committee members will be elected in December. They will convene in early January 1993.

NOTICE OF 1992 ELECTION

FOR ELECTION OF 1993-1996 OFFICERS SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA Atlantic, Gulf, Lakes and Inland Waters District

Election will be conducted by secret mail ballot.

Ballots may be obtained at the following locations from 9:00 A.M. to 12 Noon, Mondays through Saturdays, excluding holidays, during the voting period. The voting period shall commence on November 1st, 1992 and shall continue through December 31st, 1992.

VOTING LOCATIONS

BALTIMORE	1216 E. Baltimore St., Baltimore, MD 21202
DANIA	2 West Dixie Highway, Dania, FL 33004
DETROIT-ALGONAC	520 St. Clair River Dr., Algonac, MI 48001
DULUTH	705 Medical Arts Building, Duluth, MN 55802
HONOLULU	606 Kalihi St., Honolulu, HI 96819
HOUSTON	1221 Pierce St., Houston, TX 77002
JACKSONVILLE	3315 Liberty St., Jacksonville, FL 32206
JERSEY CITY	99 Montgomery St., Jersey City, NJ 07302
MOBILE	1640 Dauphin Island Pkwy., Mobile, AL 36605
NEW BEDFORD	48 Union St., New Bedford, MA 02740
NEW ORLEANS	630 Jackson Ave., New Orleans, LA 70130
NEW YORK	635 Fourth Ave., Brooklyn, NY 11232
NORFOLK	115 Third St., Norfolk, VA 23510
PHILADELPHIA	2604 S. 4th St., Philadelphia, PA 19148
PINEY POINT	Seafarers Harry Lundeberg School of Seamanship, Piney Point, MD 20674
PUERTO RICO	1057 Fernandez Juncos Ave., Santurce, PR 00907
SAN FRANCISCO	350 Fremont St., San Francisco, CA 94105
SEATTLE	2505 First Ave., Seattle, WA 98121
ST. LOUIS	4581 Gravois Ave., St. Louis, MO 63116
WILMINGTON	510 North Broad Ave., Wilmington, CA 90744

Procedure for Voting

All Seafarers eligible to vote in the union's 1992 election of officers and job holders for the term 1993-1996 may vote by secret ballot from November 1 through December 31, 1992.

Secret ballots, together with self-addressed, stamped envelopes for mailing, will be available at union halls to all eligible voters. Seafarers are eligible to vote in the union's election if they are full-book members in good standing.

Details of the election procedure are spelled out in Article XIII of the SIU constitution, which is printed verbatim on pages 13 and 14 of this issue of the *Seafarers LOG*.

In summary, here are the procedures for voting:

✓ Eligible Seafarers may pick up ballots and mailing envelopes from 9:00 am to noon, Monday through Saturday, excluding legal holidays, from November 1 through December 31, 1992 at designated union halls (see notice on this page).

✓ When a full-book member appears to vote, he or she should present his or her book to the port agent or his duly designated representative.

✓ The member will be asked to sign a roster sheet indicating the date, the number of the ballot given the member and his or her book number.

✓ The member will have his book stamped with the word "Voted" and the date.

✓ At the same time, the member will receive a ballot, together with an envelope marked "Ballot" and a mailing envelope. The mailing envelope has the address of the depository printed on it, making it self-addressed. It also has the postage pre-paid.

✓ The top part of the ballot above the perforated line will be retained by the port agent or his duly designated representative.

✓ In cases where a member does not produce his or her book, or if there is a question about the member's good standing or other eligibility matters, the member will receive a mailing envelope of a different color marked with the word "Challenge." His or her book will also be stamped "Voted Challenge" and the date.

✓ After a member has voted, he or she puts the ballot in the mailing envelope which is addressed to the bank depository and stamped. The mailing envelope should then be put in the mail.

Notice on Unopposed Candidates

One part of the article of the SIU constitution covering rules for elections concerns the election of candidates who are unopposed for the office in question.

The section states that those candidates who are unopposed for any office or job shall be considered elected to that office or job and that the Tallying Committee shall not have to count the votes for any such candidate.

The entire section, contained in Article XIII, Section 5 of the SIU constitution reads as follows:

"A candidate unopposed for any office or job shall be deemed elected to such office or job notwithstanding that his name may appear on the ballot. The Union Tallying Committee shall not be required to tally completely the results of the voting for such unopposed candidate but shall certify in their report that such unopposed candidate has been elected to such office or job. The Election Report Meeting shall accept the above certification of the Union Tallying Committee."

Procedure for Absentee Ballots

In the case of members eligible to vote who believe they will be at sea during the November 1 through December 31, 1992 voting period, absentee ballots are available.

The SIU constitution ensures that members who are eligible to vote and who find themselves in this situation may vote. Procedures are established in the SIU constitution to safeguard the secret ballot election, including the absentee ballot process.

Here is the procedure to follow when requesting an absentee ballot:

✓ Make the request in writing to the SIU Office of the secretary-treasurer; 5201 Auth Way; Camp Springs, MD 20746.

✓ Include in the request the correct address where the absentee ballot should be mailed.

✓ Send the request for an absentee ballot by registered or certified mail.

✓ The registered or certified mail envelope must be postmarked no later than midnight, November 15, 1992 and must be received at 5201 Auth Way; Camp Springs, MD 20746 no later than November 25, 1992.

✓ The secretary-treasurer, after confirming eligibility, will send by registered mail, return receipt requested, to the address designated in the request, a ballot, together with an envelope marked "Ballot" and a mailing envelope no later than November 30, 1992.

✓ Upon receiving the ballot and envelopes, vote by marking the ballot. After voting the ballot, place the ballot in the envelope marked "Ballot." Do not write on the "Ballot" envelope.

✓ Place the envelope marked "Ballot" in the mailing envelope which is imprinted with the mailing address of the bank depository where all ballots are sent.

✓ Sign the mailing envelope on the first line of the upper left-hand corner. Print name and book number on the second line. The mailing envelope is self-addressed and stamped.

✓ The mailing envelope must be postmarked no later than midnight December 31, 1992 and received by the bank depository no later than January 5, 1993.

Information for the 1992 Election of Officers SIU: Atlantic, Gulf, Lakes & Inland Waters District Twenty-Seven Posts Are on Ballot for 1993-96 Term

The ballots listing the candidates for office in the 1992 SIU elections will be available to Seafarers for voting between November 1 and December 31, 1992. There are 27 positions on the ballot.

All full book members in good standing are eligible to vote in the union's election.

Members can pick up their ballots at any one of 20 union halls located around the country. (See list of these locations on page 11.)

Members who believe they will be at sea during November and December can request an absentee ballot, in accordance with the procedures spelled out in the

union's constitution, from the secretary-treasurer.

Officers elected will serve in the 1993 through 1996 term. A rank-and-file tallying committee will tabulate the election results when it meets in January 1993.

Among the positions on the ballot are president, executive

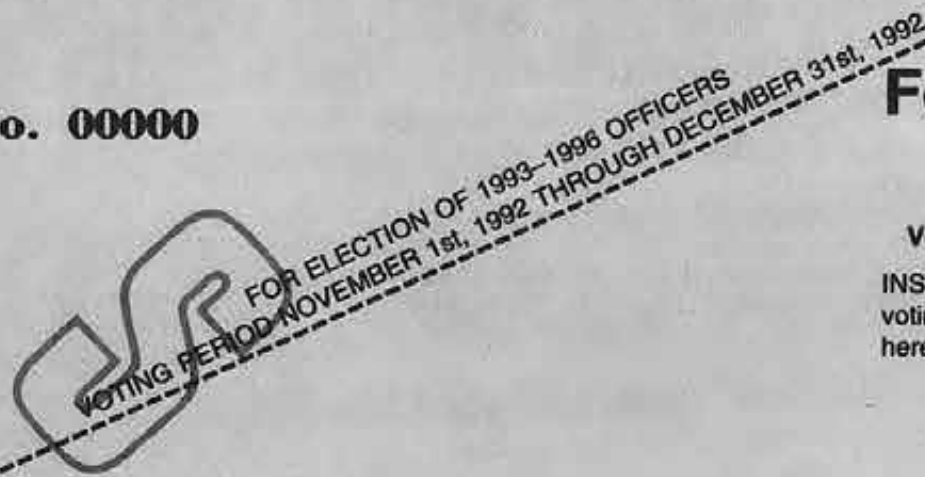
vice president, secretary-treasurer, six vice presidents, six assistant vice presidents, two headquarters representatives and 10 port agents.

An election notice was mailed last month to all members at their last known address with a list of voting locations as well as a sample of the official ballot. This

same sample of the official ballot appears on this page.

Each ballot has a perforated edge. This will be torn off by the port agent or his representative when the eligible Seafarer picks up his or her ballot. If requesting absentee ballots, the ballot will be mailed to the eligible member with the perforated edge torn off.

No. 00000



OFFICIAL BALLOT For Election of 1993-1996 Officers

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA-
Atlantic, Gulf, Lakes and Inland Waters District

VOTING PERIOD NOVEMBER 1st, 1992 THROUGH DECEMBER 31st, 1992

INSTRUCTIONS TO VOTERS—In order to vote for a candidate, mark a cross (X) in voting square to the left of name. If you vote for more candidates for office than specified herein, your vote for such office will be invalid.

MARK YOUR BALLOT WITH PEN AND INK OR INDELIBLE PENCIL.

<p>PRESIDENT Vote for One</p> <p>1 <input type="checkbox"/> Michael J. Sacco, S-1288</p>	<p>ASSISTANT VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT Vote for One</p> <p>10 <input type="checkbox"/> Kermet T. Mangram, M-2394</p>	<p>PINEY POINT PORT AGENT Vote for One</p> <p>18 <input type="checkbox"/> Edward "Edd" W. Morris, M-1358</p>
<p>EXECUTIVE VICE PRESIDENT Vote for One</p> <p>2 <input type="checkbox"/> Joseph M. Sacco, S-1287</p>	<p>ASSISTANT VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST Vote for One</p> <p>11 <input type="checkbox"/> Robert A. Pomarjane, P-437</p>	<p>NEW YORK PORT AGENT Vote for One</p> <p>19 <input type="checkbox"/> Robert Selzer, S-1258</p>
<p>SECRETARY-TREASURER Vote for One</p> <p>3 <input type="checkbox"/> John Fay, F-363</p>	<p>ASSISTANT VICE-PRESIDENT IN CHARGE OF THE GULF COAST Vote for One</p> <p>12 <input type="checkbox"/> David W. Heindel, H-1443</p>	<p>PHILADELPHIA PORT AGENT Vote for One</p> <p>20 <input type="checkbox"/> Thomas J. Fay, F-514</p>
<p>VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT Vote for One</p> <p>4 <input type="checkbox"/> Augustin Tellez, T-764</p>	<p>ASSISTANT VICE-PRESIDENT IN CHARGE OF THE WEST COAST Vote for One</p> <p>13 <input type="checkbox"/> Don Anderson, A-5244</p>	<p>BALTIMORE PORT AGENT Vote for One</p> <p>21 <input type="checkbox"/> Mike Paladino, P-5581</p>
<p>VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST Vote for One</p> <p>5 <input type="checkbox"/> Jack Caffey, C-1010</p>	<p>ASSISTANT VICE-PRESIDENT IN CHARGE OF THE SOUTHERN REGION, GREAT LAKES AND INLAND WATERS Vote for One</p> <p>14 <input type="checkbox"/> Anthony J. Sacco, S-2286</p>	<p>MOBILE PORT AGENT Vote for One</p> <p>22 <input type="checkbox"/> David M. Carter, Sr., C-12088</p>
<p>VICE-PRESIDENT IN CHARGE OF THE GULF COAST Vote for One</p> <p>6 <input type="checkbox"/> Dean E. Corgey, C-5727</p>	<p>ASSISTANT VICE-PRESIDENT IN CHARGE OF GOVERNMENT SERVICES AND FISHING INDUSTRIES Vote for One</p> <p>15 <input type="checkbox"/> Robert Hall, H-5727</p>	<p>NEW ORLEANS PORT AGENT Vote for One</p> <p>23 <input type="checkbox"/> Jose (Joe) Perez, P-846</p>
<p>VICE-PRESIDENT IN CHARGE OF THE WEST COAST Vote for One</p> <p>7 <input type="checkbox"/> George McCartney, M-948</p>	<p>HEADQUARTERS REPRESENTATIVE Vote for Two</p> <p>16 <input type="checkbox"/> Leo Bonser, B-1193</p> <p>17 <input type="checkbox"/> Carl Peth, P-755</p>	<p>HOUSTON PORT AGENT Vote for One</p> <p>24 <input type="checkbox"/> James P. McGee, M-5945</p>
<p>VICE-PRESIDENT IN CHARGE OF THE SOUTHERN REGION, GREAT LAKES AND INLAND WATERS Vote for One</p> <p>8 <input type="checkbox"/> Bryon F. Kelley, K-12039</p>		<p>SAN FRANCISCO PORT AGENT Vote for One</p> <p>25 <input type="checkbox"/> Nick Celona, C-1578</p>
<p>VICE-PRESIDENT IN CHARGE OF GOVERNMENT SERVICES AND FISHING INDUSTRIES Vote for One</p> <p>9 <input type="checkbox"/> Roy A. Mercer, M-25001</p>		<p>ST. LOUIS PORT AGENT Vote for One</p> <p>26 <input type="checkbox"/> Steve Ruiz, R-1116</p>
		<p>DETROIT-ALGONAC PORT AGENT Vote for One</p> <p>27 <input type="checkbox"/> M. Joe Sigler, S-2103</p> <p>28 <input type="checkbox"/> William G. Trax, T-715</p>

Above election of SIU officers appears at 85 percent of its original size. Voting takes place between November 1 and December 31.

Information for the 1992 Election of Officers SIU: Atlantic, Gulf, Lakes & Inland Waters District

SIU Constitution Spells Out Rules on Elections

The section of the Union's constitution which outlines voting procedures in the SIU's elections, which are held every four years, appears here and on page 14 in its entirety.

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 seafaring 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 No.....

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.

Section 2. Credentials Committee.

(a) A Credentials Committee shall be elected at the regular meeting in August of the election year at the Port where Headquarters is located. It shall consist of six (6) full book members in attendance at the meeting with two (2) members to be elected from each of the Deck, Engine and Steward Departments. No officer, Assistant Vice-President, Headquarters Representative, or Port Agent, or candidate for office of the job of Assistant Vice-President, Headquarters Representative, or Port Agent, shall be eligible for election to this Committee except as provided for in Article X, Section 4. In the event any Committee member is unable to serve, the Committee shall suspend until the President or Executive Vice-President or the Secretary-Treasurer, in that order, calls a special meeting at the Port where Headquarters is located in order to elect a replacement. The Committee's results shall be by majority vote with any tie vote being resolved by a majority of the membership at a special meeting called for that purpose at that Port.

(b) After its election, the Committee shall immediately go into session. It shall determine whether the person has submitted his application correctly and possesses the necessary qualifications. The Committee shall prepare a report listing each applicant and his book number under the office or job he is seeking. Each applicant shall be marked "qualified" or "disqualified" according to the findings of the Committee. Where an applicant has been marked "disqualified," the reason therefore must be stated in the report. Where a tie vote has been resolved by a special meeting of the membership, that fact shall also be noted with sufficient detail. The report shall be signed by all of the Committee members and be completed and submitted to the Ports in time for the next regular meeting after their election. At this meeting, it shall be read and incorporated in the minutes and then posted on the bulletin board in each Port.

On the last day of nominations, one member of the Committee shall stand by in Headquarters to accept delivery of credentials. All credentials must be in Headquarters by midnight of closing day.

(c) When an applicant has been disqualified by the Committee, he shall be notified immediately by telegram at the addresses listed by him pursuant to Section 1 of this Article. He shall also be sent a letter containing their reasons for such disqualification by air mail, special delivery, registered or certified, to the mailing address designated pursuant to Section 1 (b) of this Article. A disqualified applicant shall have the right to take an appeal to the membership from the decision of the Committee. He shall forward

copies of such appeal to each Port where the appeal shall be presented and voted upon at a regular meeting no later than the second meeting after the Committee's election. It is the responsibility of the applicant to insure timely delivery of his appeal. In any event, without prejudice to his written appeal, the applicant may appear in person before the Committee within two days after the day on which the telegram is sent to correct his application or argue for his qualification.

The Committee's report shall be prepared early enough to allow the applicant to appear before it within the time set forth in this Constitution and still reach the Ports in time for the first regular meeting after its election.

(d) A majority vote of the membership shall, in the case of such appeals, be sufficient to overrule any disqualification by the Credentials Committee in which event the one so previously classified shall then be deemed qualified.

(e) The Credentials Committee, in passing upon the qualifications of candidates, shall have the right to conclusively presume that anyone nominated and qualified in previous elections for candidacy for any office, or the job of Assistant Vice-President, Headquarters Representative, or Port Agent, has met all the requirements of Section 1 (a) of Article XII.

Section 3. Balloting Procedures.

(a) Balloting in the manner hereafter provided shall commence on November 1st of the election year and shall continue through December 31st, exclusive of Sundays and (for each individual Port) holidays legally recognized in the City of which the Port affected is located. If November 1st or December 31st falls on a holiday legally recognized in a Port in the City in which that Port is located, the balloting period in such Port shall commence or terminate, as the case may be, on the next succeeding business day. Subject to the foregoing, for the purpose of full book members securing their ballots, the Ports shall be open from 9:00 A.M. to 12 Noon, Monday through Saturday, excluding holidays.

(b) Balloting shall be by mail. The Secretary-Treasurer shall insure the proper and timely preparation of ballots without partiality as to candidates or Ports. The ballots may contain general information and instructive comments not inconsistent with the provisions of this Constitution. All qualified candidates shall be listed thereon alphabetically within each category with book number and job seniority classification status.

The listing of the Ports shall first set forth Headquarters and then shall follow a geographical pattern commencing with the most northerly Port of the Atlantic Coast, following the Atlantic Coast down to the most southerly Port on that coast, then westerly along the Gulf of Mexico and so on, until the list of Ports is exhausted. Any Port outside the Continental United States shall then be added. There shall be no write-in voting and no provisions for the same shall appear on the ballot. Each ballot shall be so prepared as to have the number thereon placed at the top thereof and shall be so perforated as to enable that portion containing the said number to be easily removed

to insure secrecy of the ballot. On this removable portion shall also be placed a short statement indicating the nature of the ballot and the voting date thereof.

(c) The ballots so prepared at the direction of the Secretary-Treasurer shall be the only official ballots. No others may be used. Each ballot shall be numbered as indicated in the preceding paragraphs and shall be numbered consecutively, commencing with number 1. A sufficient amount shall be printed and distributed to each Port. A record of the ballots, both by serial numbers and amount, sent thereto, shall be maintained by the Secretary-Treasurer who shall also send each Port Agent a verification list indicating the amount and serial numbers of the ballots sent. The Secretary-Treasurer shall also send to each Port Agent a sufficient amount of blank opaque envelopes containing the word "Ballot" on the face of the envelope, as well as a sufficient amount of opaque mailing envelopes, first class postage prepaid and printed on the face thereon as the addressee shall be the name and address of the depository for the receipt of such ballots as designated by the President in the manner provided by Article X, Section 1, of this Constitution. In the upper left-hand corner of such mailing envelope, there shall be printed thereon, as a top line, provision for the voter's signature and on another line immediately thereunder, provision for the printing of the voter's name and book number. In addition, the Secretary-Treasurer shall also send a sufficient amount of mailing envelopes identical with the mailing envelopes mentioned above, except that they shall be of different color, and shall contain on the face of such envelope, in bold letters, the word "Challenge." The Secretary-Treasurer shall further furnish a sufficient amount of "Roster Sheets" which shall have printed thereon, at the top thereof, the year of the election, and immediately thereunder, five (5) vertical columns designated date, ballot number, signature full book member's name, book number and comments, and such roster sheets shall contain horizontal lines immediately under the captions of each of the above five columns. The Secretary-Treasurer shall also send a sufficient amount of envelopes with the printed name and address of the depository on the face thereof, and in the upper left-hand corner, the name of the Port and address, and on the face of such envelope, should be printed the words, "Roster Sheets and Ballot Stubs." Each Port Agent shall maintain separate records of the ballots sent him and shall inspect and count the ballots when received to insure that the amount sent, as well as the number thereon, conform to the amount and numbers listed by the Secretary-Treasurer as having been sent to that Port. The Port Agent shall immediately execute and return to the Secretary-Treasurer a receipt acknowledging the correctness of the amount and the numbers of the ballots sent, or shall notify the Secretary-Treasurer of any discrepancy. Discrepancies shall be corrected as soon as possible prior to the voting period. In any event, receipts shall be for-

warded for all the aforementioned election material actually received. The Secretary-Treasurer shall prepare a file in which shall be kept memoranda and correspondence dealing with the election. This file shall at all times be available to any member asking for inspection of the same at the office of the Secretary-Treasurer and shall be turned over to the Union Tallying Committee.

(d) Balloting shall be secret. Only full book members in good standing may vote. Each full book member may secure his ballot at Port offices from the Port Agent or his duly designated representative at such Port. Each Port Agent shall designate an area at the Port office over which should be posted the legend "Voting Ballots Secured Here." When a full book member appears to vote, he shall present his book to the Port Agent or his aforementioned duly designated representative. The Port Agent or his duly designated representative shall insert on the roster sheet under the appropriate column the date, the number of the ballot given to such member and his full book number, and the member shall then sign his name on such roster sheet under the appropriate column. Such member shall have his book stamped with the word "Voted" and the date, and shall be given a ballot, and simultaneously the perforation on the top of the ballot shall be removed. At the same time the member shall be given the envelope marked "Ballot" together with the pre-paid postage mailing envelope addressed to the depository. The member shall take such ballot and envelopes and in secret thereafter, mark his ballot, fold the same, insert it in the blank envelope marked "Ballot," seal the same, then insert such "Ballot" envelope into the mailing envelope, seal such mailing envelope, sign his name on the upper left-hand corner on the first line of such mailing envelope and on the second line in the upper left-hand corner print his name and book number, after which he shall mail or cause the same to be mailed. In the event a full book member appears to vote and is not in good standing or does not have his membership book with him or it appears for other valid reasons he is not eligible to vote, the same procedure as provided above shall apply to him, except that on the roster sheet under the column "Comments," notation should be made that the member voted a challenged ballot and the reason for his challenge. Such member's membership book shall be stamped "voted challenge," and the date, and such member instead of the above-mentioned mailing envelope, shall be given the mailing envelope of a different color marked on the face thereof with the word "Challenge." At the end of each day, the Port Agent or his duly designated representative shall enclose in the envelope addressed to the depository and marked "Roster Sheets and Ballot Stubs," the roster sheet or sheets executed by the members that day together with the numbered perforated slips removed from the ballots which had been given to the members, and then mail the same to such depository.

Continued on page 14

Information for the 1992 Election of Officers SIU: Atlantic, Gulf, Lakes & Inland Waters District

Article XIII Spells Out Constitutional Rules on Seafarer Elections

Continued from page 13

To insure that an adequate supply of all balloting material is maintained in all Ports at all times, the Port Agent or his duly designated representative, simultaneously with mailing of the roster sheets and ballot stubs to the depository at the end of each day, shall also make a copy of the roster sheet for that day and mail the same to the Secretary-Treasurer at Headquarters. The Port Agent shall be responsible for the proper safeguarding of all election material and shall not release any of it until duly called for and shall insure that no one tampers with the material placed in his custody.

(e) Full book members may request and vote an absentee ballot under the following circumstances: while such member is employed on a Union contracted vessel and which vessel's schedule does not provide for it to be at a Port in which a ballot can be secured during the time and period provided for in Section 3 (a) of this Article or is in an accredited hospital any time during the first ten (10) days of the month of November of the Election Year. The member shall make a request for an absentee ballot by registered or certified mail or the equivalent mailing device at the location from which such request is made, if such be the case. Such request shall contain a designation as to the address to which such member wishes his absentee ballot returned. The request shall be postmarked no later than 12:00 P.M. on the 15th day of November of the election year, shall be directed to the Secretary-Treasurer at Headquarters and must be delivered no later than the 25th of such November. The Secretary-Treasurer shall determine whether such member is eligible to vote such absentee ballot. The Secretary-Treasurer, if he determines that such member is so eligible, shall by the 30th of such November, send by registered mail, return receipt requested, to the address so designated by such member, a "Ballot," after removing the perforated numbered stub, together with the hereinbefore mentioned "Ballot" envelope, and mailing envelope addressed to the depository, except that printed on the face of such mailing envelope shall be the words "Absentee Ballot," and appropriate voting instructions shall accompany such mailing to the member. If the Secretary-Treasurer determines that such member is ineligible to receive such absentee ballot, he shall nevertheless send such member the aforementioned ballot with accompanying material except that the mailing envelope addressed to the depository shall have printed on the face thereof the words "Challenged Absentee Ballot." The Secretary-Treasurer shall keep records of all of the foregoing, including the reasons for determining such member's ineligibility, which records shall be open for inspection by full book members and upon the convening of the Union Tallying Committee, presented to them. The Secretary-Treasurer shall send to all Ports the names and book numbers of the members to whom absentee ballots were sent.

(f) All ballots to be counted must be received by the depository no later than the January 5th imme-

diately subsequent to the election year and must be postmarked no later than 12 midnight December 31st of the election year.

Section 4.

(a) At the close of the last day of the period for securing ballots, the Port Agent in each Port, in addition to his duties set forth above, shall deliver or mail to Headquarters by registered or certified mail, attention Union Tallying Committee, all unused ballots and shall specifically set forth by serial number and amount the unused ballots so forwarded.

(b) The Union Tallying Committee shall consist of 20 full book members. Two shall be selected from each of the 10 Ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston, Detroit-Algonac, San Francisco, St. Louis and Piney Point. The election shall be held at the regular meeting in December of the election year or, if the Executive Board otherwise determines prior thereto, at a special meeting held in the aforesaid Ports, on the first business day of the last week of said month. No officer, Assistant Vice-President, Headquarters Representative, Port Agent, or candidate for office, or the job of Assistant Vice-President, Headquarters Representative, or Port Agent shall be eligible for election to this Committee except as provided for in Article X, Section 4. In addition to its duties herein set forth, the Union Tallying Committee shall be charged with the tallying of all the ballots and the preparation of a closing report setting forth, in complete detail, the results of the election, including a complete accounting of all ballots and stubs, and reconciliation of the same with the rosters and receipts of the Port Agents, all with detailed reference to serial numbers and amounts and with each total broken down into Port totals. The Union Tallying Committee shall have access to all election records and files for their inspection, examination and verification. The report shall clearly detail all discrepancies discovered and shall contain recommendations for the treatment of these discrepancies. All members of the Committee shall sign the report, without prejudice, however, to the right of any member thereof to submit a dissenting report as to the accuracy of the count and the validity of the ballots, with pertinent details.

In connection with the tally of ballots there shall be no counting of ballots until all mailing envelopes containing valid ballots have first been opened, the ballot envelopes removed intact and then all of such ballot envelopes mixed together, after which such ballot envelopes shall be opened and counted in such multiples as the Committee may deem expedient and manageable. The Committee shall resolve all issues on challenged ballots and then tally those found valid utilizing the same procedure as provided in the preceding sentence either jointly or separately.

(c) The members of the Union Tallying Committee shall, after their election, proceed to the Port in which Headquarters is located, to arrive at that Port no later than January 5th of the year immediately after the election year. Each member of the Committee not elected from the Port in which Head-

quarters is located shall be reimbursed for transportation, meals, and lodging expenses occasioned by their traveling to and returning from that Port. Committee members elected from the Port in which Headquarters is located shall be similarly reimbursed, except for transportation. All members of the Committee shall also be paid at the prevailing standby rate of pay from the day subsequent to their election to the day they return, in normal course, to the Port from which they were elected.

The Union Tallying Committee shall elect a chairman from among themselves and, subject to the express terms of this Constitution, adopt its own procedures. All decisions of such Committee and the contents of their report shall be valid if made by a majority vote, provided there be a quorum in attendance, which quorum is hereby fixed at ten. The Committee, but not less than a quorum thereof, shall have the sole right and duty to obtain all mailed ballots and the other mailed election material from the depository and to insure their safe custody during the course of the Committee's proceedings. The proceedings of the Committee, except for their organizational meeting and their actual preparation of the closing report and dissents therefrom, if any, shall be open to any member provided he observes decorum. Any candidate may act as an observer and/or designate another member to act as his observer at the counting of the ballots. In no event shall issuance of the above referred to closing report of the Committee be delayed beyond January 31st immediately subsequent to the close of the election year. In the discharge of its duties, the Committee may call upon and utilize the services of clerical employees of the Union. The Committee shall be discharged upon the completion of the issuance and dispatch of its report as required in this Article. In the event a recheck and recount is ordered pursuant to this Article, the Committee shall be reconstituted, except that if any member thereof is not available, a substitute therefor shall be elected from the appropriate Port at a special meeting held for that purpose as soon as possible.

(d) The report of the Committee shall be made up in sufficient copies to comply with the following requirements: two copies shall be mailed by the Committee to each Port Agent and the Secretary-Treasurer no later than January 31st immediately subsequent to the close of the election year. As soon as these copies are received, each Port Agent shall post one copy of the report on the bulletin board in a conspicuous manner and notify the Secretary-Treasurer, in writing, as to the date of such posting. This copy shall be kept posted until after the Election Report Meeting which shall be the March regular membership meeting immediately following the close of the election year. At the Election Report Meeting, the other copy of the report shall be read verbatim.

(e) Any full book member claiming a violation of the election and balloting procedure or the conduct of the same, shall within 72 hours of the occurrence of the claimed violation notify the Secretary-Treasurer at Head-

quarters, in writing by certified mail, of the same, setting forth his name, book number and the details so that appropriate corrective action, if warranted, may be taken. The Secretary-Treasurer shall expeditiously investigate the facts concerning the claimed violation, take such action as may be necessary, if any, and make a report and recommendation, if necessary, a copy of which shall be sent to the member and the original shall be filed for the Union Tallying Committee for their appropriate action, report and recommendation, if any. The foregoing shall not be applicable to matters involving the Credentials Committee's action or report, the provisions of Article XIII, Sections 1 and 2 being the pertinent provisions applicable to such matters.

All protests as to any and all aspects of the election and balloting procedures or the conduct of the same not passed upon by the Union Tallying Committee in its report, excluding therefrom matters involving the Credentials Committee's action or report as provided in the last sentence of the immediately preceding paragraph, but including the procedure and report of the Union Tallying Committee, shall be filed in writing by certified mail with the Secretary-Treasurer at Headquarters to be received no later than the February 25th immediately subsequent to the close of the election year. It shall be the responsibility of the member to insure that his written protest is received by the Secretary-Treasurer no later than such February 25th. The Secretary-Treasurer shall forward copies of such written protest to all Ports in sufficient time to be read at the Election Report Meeting. The written protest shall contain the full book member's name, book number, and all details constituting the protest.

(f) At the Election Report Meeting, the report and recommendation of the Union Tallying Committee, including but not limited to discrepancies, protests passed upon by them, as well as protests filed with the Secretary-Treasurer as provided for in Section (e) immediately above shall be acted upon by the meeting. A majority vote of the membership shall decide what action, if any, in accordance with the Constitution shall be taken thereon, which action, however, shall not include the ordering of a special vote, unless reported discrepancies or protested procedure or conduct found to have occurred and to be violative of the Constitution affected the results of the vote for any office or job, in which event the special vote shall be restricted to such office, offices and/or job or jobs, as the case may be. A majority of the membership at the Election Report Meetings may order a recheck and recount when a dissent to the closing report has been issued by three (3) or more members of the Union Tallying Committee. Except for the contingencies provided for in this Section 4 (f), the closing report shall be accepted as final. There shall be no further protest or appeal from the action of the majority of the membership at the Election Report Meetings.

(g) Any special vote ordered pursuant to Section 4 (f) shall be commenced within ninety (90) days after the first day of the month

immediately subsequent to the Election Report Meetings mentioned above. The depository shall be the same as designated for the election from which the special vote is ordered. And the procedures shall be the same as provided for in Section 3, except where specific dates are provided for, the days shall be the dates applicable which provide for the identical time and days originally provided for in Section 3. The Election Report Meeting for the aforesaid special vote shall be that meeting immediately subsequent to the report of the Union Tallying Committee separated by one calendar month.

Section 5. Elected Officers and Jobholders.

A candidate unopposed for any office or job shall be deemed elected to such office or job notwithstanding that his name may appear on the ballot. The Union Tallying Committee shall not be required to tally completely the results of the voting for such unopposed candidate but shall certify in their report that such unopposed candidate has been elected to such office or job. The Election Report Meeting shall accept the above certification of the Union Tallying Committee without change.

Section 6. Installation into Office and the Job of Assistant Vice-President, Headquarters Representative or Port Agent.

(a) The person elected shall be that person having the largest number of votes cast for the particular office or job involved. Where more than one person is to be elected for a particular office or job, the proper number of candidates receiving the successively highest number of votes shall be declared elected. These determinations shall be made only from the results deemed final and accepted as provided in this Article. It shall be the duty of the President to notify each individual elected.

(b) The duly elected officers and other job holders shall take over their respective offices and jobs and assume the duties thereof at midnight of the night of the Election Report Meeting, or the next regular meeting, depending upon which meeting the results as to each of the foregoing are deemed final and accepted, as provided in this Article. The term of their predecessors shall continue up to, and expire at that time, notwithstanding anything to the contrary contained in Article XI, Section 1. This shall not apply where the successful candidate cannot assume his office because he is at sea.

In such event, a majority vote of the membership may grant additional time for the assumption of the office or job. In the event of the failure of the newly-elected President to assume office the provisions of Article X, Section 12 shall apply until the expiration of the term. All other cases of failure to assume office shall be dealt with as decided by a majority vote of the membership.

Section 7.

The Secretary-Treasurer is specifically charged with the preservation and retention of all election records, including the ballots, as required by law, and is directed and authorized to issue such other and further directives as to the election procedures as are required by law, which directives shall be part of the election procedures of this Union.

Seafarers Join AFL-CIO in Labor Day Actions

Active and retired Seafarers last month participated in Labor Day rallies at various port cities throughout the U.S.

Joining with the AFL-CIO, the federation of unions in the United States, Seafarers called on the nation's elected officials to enact programs to turn the economy around and create jobs for American workers.

Trade unionists throughout the country also rallied for an effective national health care program and a trade agreement that promotes U.S. jobs as opposed to trade deals which export U.S. work overseas.

In Philadelphia, more than 100 members proved that Seafarers can handle foul weather on land as well as at sea. Despite occasional rain, the SIU not only took part in the march and rally, but also helped set up and coordinate the stage area.

On the day set aside to honor America's workers, Seafarers from Michigan were among a crowd of about 200,000 which marched through Detroit and then assembled to hear the remarks of Democratic vice presidential candidate Al Gore and Democratic Congressman Sandy Levin.

In Mobile, Ala., SIU members gathered at the union hall and proceeded downtown to the Civic Center for a parade which included a half dozen floats and several local marching bands. Carrying SIU banners and flags, and decked out in Seafarers T-shirts and hats, the enthusiastic throng completed the march before moving the celebration to the Mobile Fairgrounds, about 10 miles from town.



The rainy weather did not stop more than 100 Seafarers from taking part in Philadelphia's Labor Day march and rally. SIU members not only marched down the streets of the city, they also assisted in setting up and coordinating the stage area.

At the fairgrounds, Seafarers took turns manning an SIU informational booth.

In Houston, the SIU coordinated the annual Labor Day Breakfast, sponsored by the Harris County AFL-CIO, the West Gulf Ports Council and the Houston-Gulf Coast Building and Construction Trades Council. Two Democratic congressmen—Mike Andrews and Craig Washington, both of Texas—as well as state Senator Gene Green,

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SIU's Francois Named To Regional Job Panel

Port Agent Henri Francois is one of the newest members of the New Bedford (Mass.) Regional Employment Board.

Mayor Rosemary S. Tierney notified Francois by letter of the one-year appointment to the board that oversees state and federal job training programs for the southeastern Massachusetts city and neighboring towns. He joins 20 other private and public sector representatives in trying to secure grants that will help to improve economic conditions.

In accepting the appointment, which runs until September 30, 1993, Francois noted the economic problems in New Bedford. As part of the board, Fran-

cois said, "Our job is to get people working and help them get back on their feet."

The native of Marseille, France had sailed in the New Bedford fishing fleet before joining the SIU in 1984 as a patrolman. In 1987, he became the port agent. Francois is active in the Greater New Bedford and Cape Cod Labor Council, AFL-CIO and the Downtown Business Association.

Besides New Bedford, other communities that fall within the regional employment board include Acushnet, Dartmouth, Fairhaven, Freetown, Lakeville, Marion, Mattapoisett, Rochester and Wareham.

New Bedford Fishing Boats Receive Annual Blessing



The New Bedford, Mass. fishing fleet—including the SIU crewed *Luso American I*, *Lady of Grace* and *Luso American II*—participated in the Blessing of the Fleet celebration August 16. Several hundred Seafarers were involved in the day-long event. The vessels sailed past the docks where they received their annual blessing. Crewmem-



bers invited their families and friends aboard the decorated vessels to take part in the ceremonies. SIU members, who sail on 100 boats, catch groundfish like cod, haddock, flounder and sole. Vessels can be out for days at a time before bringing home their loads to the nation's largest per catch fishing port.



New Bedford Port Agent Henri Francois (left), who was appointed by New Bedford's mayor to a regional job-training review board, speaks with Steward/Baker Anthony Piazza aboard the SIU crewed *Major Stephen W. Pless*.



Engine Utility Man Rafael Campesú checks the valves in the engine room of the tug *Benigno*.



Chief Cook Isaac Rivera ladles out soup.



A new diesel engine destined for a Crowley tug is inspected on the tiler by Mochimo Ivan Quiles.



Searching a tug on a Crowley tug is Engine Utility Luis Fernández.



Captain J. J. Flaminio (left) meets with Chief Mate Michael Lysick (right) on the tug.



Chief Luis Benito looks off at the office to check in before his trip.



Two Aqueduct Ruiz (left) and Babafraun Angel Hernandez (right) answer questions from members Leoncio Cancel (in helmet) and Miguel Vazquez.

Crowley Seafarers On the Job In San Juan

New Santurce-Based Port Agent Photographs SIU Men at Work

Among the Seafarers who are based in Puerto Rico are those members working for Crowley Maritime at its Caribbean hub in San Juan. While introducing himself to these members, new San Juan Port Agent Steve Ruiz brought a camera along and took these photographs for the *Seafarers LOG*.

Ruiz is the third generation of a seafaring family. He began his career with the union in 1971 when he graduated from the Seafarers Harry Lundeberg School in class 79. He sailed as a QMED and electrician and obtained his second engineer steam license before coming ashore to work for the union eight years ago.

Before reporting to Santurce, Ruiz worked in the Houston hall. His previous assignments included Honolulu, New Orleans and Piney Point.

"I look forward to working with the membership in and around Santurce," Ruiz told the *Seafarers LOG*. "We are here to service the members and their families."



Holding a union meeting are (left to right) Port Agent Steve Ruiz, Captains Emerito Rivera, Antonio Colon and Victor Rosado, AB Ivan Coraliz, Asst. Port Capt. Juan Velez, AB Hector Resto, Shoregang Foreman Angel Charriez and Patrolman Angel Hernandez.



From left to right, Miguel Rodriguez, Francisco Figueroa, Alfonso Morales, Jose Caceres, Rene Pedraza, Leoncio Cancel, Ivan Quiles, Felix Barroso and Luis Arias handle maintenance for Crowley boats in Puerto Rico.

1906



1992



Crowley Maritime Celebrates One Hundred Years of Growth

Crowley Maritime Corporation celebrates its 100th anniversary this year. From its start in 1892 when Thomas Crowley purchased a Whitehall rowboat and started ferrying supplies and mariners in San Francisco Bay, the company has grown to be a worldwide operation.

For Seafarers, Crowley Maritime with which the SIU has a long history of collective bargaining means red stacks, white houses and black hulls—whether they are on a tugboat towing a RO/RO barge from Jacksonville, Fla. to San Juan, P.R. or a RO/RO vessel offloading in a South American port. But the company's history reveals it began as a local operation with its sights set on growth.

By 1906, Crowley already had added gasoline-powered launches to his fleet. The name of the company became Crowley Launch and Tugboat Company with a motto of "Anything, Anywhere, Anytime, On Water." The company's office—a two-story structure—was a visible part of the San Francisco waterfront.

As the company continued to grow, Crowley purchased in 1918 a quarter interest in the Red Stack tugs of Shipowners and Merchants Towboat Company in San Francisco. Eventually, the company acquired complete ownership.

During the 1920s, operations expanded north into Puget Sound, Wash. Coastwise oil transportation by barge was added as a service in 1939.

Two Crowley subsidiaries were among

those taking part in 1957 when the U.S. government began an operation to resupply remote Alaskan installations on an annual basis. By 1975, the project became a wholly owned Crowley service.

After designing and building in 1965 a new class of tugs with pilothouse control, Crowley started three years later to transport cargo to Prudhoe Bay, Alaska to assist in the construction of the trans-Alaska pipeline.

Crowley acquired Trailer Marine Transport (TMT) in 1974. TMT, founded 20 years earlier, was operating triple deck, 580-foot barges in the largest roll-off/roll-on (RO/RO) trade from U.S. southeastern and gulf ports to the Caribbean. By 1984, Crowley expanded the size of its RO/RO barges to 730 feet.

In 1986-87, the company entered the RO/RO vessel trade. First, Crowley purchased Coordinated Caribbean Transport based in Miami. Then, it inaugurated American Transport Lines. By 1990, the RO/ROs were concentrating on trade between the U.S., the Caribbean, Central America and South America. During the Persian Gulf war, several of the RO/ROs were chartered to the Military Sealift Command to transport materiel to, then from, Saudi Arabia.

This year, Crowley reorganized all of its subsidiaries into two companies: Crowley American Transport for liner services and Crowley Maritime Services for contract services.



AB/Wheelsman Cliff Cadreau logs into his shipboard computer.

Cadreau: AB/Wheelsman by Day, Computer Expert by Night

Cliff Cadreau stays busy every waking minute he is aboard the *Indiana Harbor*. An AB/wheelsman by day, the SIU member since 1968 can be found working at his shipboard computer the rest of the time, either researching information, playing games or teaching others.

In little more than five years, Cadreau has taught himself, his family and his shipmates how to use computers. For the last four sailing seasons on the Great Lakes, he has brought one of his five computers on board and set up shop in his quarters.

"There's not that much to it," Cadreau told a reporter for the *Seafarers LOG*. "I built my own system and (on his computer) play the organ and games, run spread sheets and do word processing, research and graphics."

When he first brought his terminal and printer aboard the American Steamship Company self-unloader, the deck department member was the object of curiosity. Many of the crewmembers were afraid to touch the system.

Cadreau has noted an increased acceptance of and interest in computers. "Now when someone

asks me to do something on my computer for them, I teach them how so they can do it themselves," he said.

Cadreau keeps the computer on the ship when he signs off for vacation. He knows his shipmates will look after the equipment.

At his home in Taylor, Mich., Cadreau participates in a 600-member computer club he started with hackers from across the country. Known as Dr. Delete's Computer Club, the members "share new information and the latest technology. We also help each other work out bugs in different systems."

Cadreau's interest in computers began when he bought one with the intention of giving it to his children. "They didn't get that one because I started playing Dungeons and Dragons (a computer game) so I had to buy another for them."

The 1,000-foot *Indiana Harbor*, one of the largest ships on the Great Lakes, began sailing in 1979. The iron ore carrier generally loads in the Twin Harbors region of Duluth, Minn./Superior, Wis. and unloads at various ports along Lakes Michigan, Huron and Erie.



Preparing to swing the basket over for another load are Deckhand Dennis Fitzpatrick (left) and AB/Wheelsman Cliff Cadreau.



Heading for their next assignments on board the *Indiana Harbor* are Deckhands Saleh Saleh (left) and Allan Johnson.



AB/Watchman Bill Padgett keeps an eye on the crew while AB/Watchman Brian Wagner operates the hatch cover lift.



Second Cook Ahmed Nasser makes sure the crew is well fed.



Ready to head into town is QMED Mike LaBar.



Bosun Mark Fraley checks the hatch covers on the *Indiana Harbor*.

Your Family Photos Here



Share Your Family Photos With Fellow Seafarers

The *Seafarers LOG* is interested in publishing a greater number of photos of SIU members' families at home or on vacation.

Beginning with the November edition of the *Seafarers LOG*, photos sent in by SIU members will be included.

Color as well as black-and-white photographs are acceptable. When sending photos to the *LOG*, be sure to identify the individuals from left to right. Also, indicate if the photo should be returned. Send photos and identifications to Seafarers *LOG*, 5201 Auth Way, Camp Springs, MD 20746.

Cruise Meal Service Hums, Thanks to GUs, Porters



While the stewards, cooks and chefs aboard a cruise ship like the *SS Constitution* get rave reviews from passengers, the work of these galley gang members would not be as successful if it were not for the efforts of the true behind-the-scenes personnel—the porters and general utilities (GUs).

From food preparation to meal presentation, the *Constitution's* porters and GUs are the glue that binds the many aspects of the cruise vessel's nearly 24-hour culinary service.

According to Chief Steward Patrick Olin, "These members are the lifeblood of the galley. Without them doing all they do, we couldn't do the special things for the meals that make our voyages memorable."

Of this group, porters—dressed in their aqua uniforms—are the crewmembers seen on deck by passengers. They serve as the runners between the galley and various locations on the deck where food is served. They also make sure a generous supply of eating utensils is at hand.

Below deck, the general utilities are the assistants for the many cooks and chefs preparing meals. These members clean and wash vegetables and fruits to make them ready for the stewards.

They also handle the dirty work of cleaning the galley between meals. The pace is hectic as the galley is in use almost continuously due to all the meals and snacks offered on the American Hawaii Cruises vessel.



Porters Shirley Rimmer and Michael Smith set up one of the many buffets for passengers on the *Constitution*.

A load of dishes is ready for the dishwasher, thanks to General Utility Galley Doniciano Nonato.



Handing out trays for a poolside lunch is Porter Johanis Christin.



Porter Stan Castro stands by to return the dirty trays to the galley.



General Utility Cook Salah Almunasser peels carrots for dinner.



The galley is a family affair for cousins Porter Salah Mohammed (left) and General Utility Galley Muzaid Mohammed.



Assisting at a buffet table is Night Pantryman Manuel Lata. He makes sure there is always enough food to keep the passengers happy.



General Utility Baker Neal Flores handles clean-up chores.



General Utility Cook Hussin Nasser assists in the galley.



One grimy pan is getting General Utility Galley Carlos Julio's special treatment with a scouring pad. Getting dishes ready for another meal is General Utility Galley Jay Agpaoa.

STEWARDS

Upgrade at the Laundry School

On OS Philly, Seafarer Negrón Reports Smooth Sailing



Bosun Raul Iglesias leads a work detail to the ship's deck.

"Everything is going fine aboard the *Overseas Philadelphia*," reported Chief Pumpman San Anthony Negrón to the *Seafarers LOG*.

Negrón captured in photographs some of the action among the SIU crewmembers serving on the Maritime Overseas vessel as it made the Valdez run between the Alaskan port and various west coast ports, like San Francisco and Seattle, Wash.

"We have a good crew on board, led by Bosun Raul Iglesias," Negrón said. "And the food prepared by Chief Steward Jonathan White and Chief Cook Joe Brooks has been great."

The *Overseas Philadelphia* carries Alaskan crude oil from the port of Valdez to various refineries along the west coast. An average round trip for the near 700-foot ship takes about seven days.



Gangway watch in Alaska means being prepared for cold weather as OS Ali Mohamed (left) and Chief Pumpman San Anthony Negrón discover.



Preparing the week's menu is Chief Steward Jonathan White.



Lunch is offered to a crewmember by Chief Cook Joe Brooks.



Steward Assistant Cecilio Suarez handles galley clean-up chores.



Working on a boiler gauge is Chief Pumpman San Anthony Negrón.



Cleaning a piston in the engine room is DEU Mike Morgan.

AFL-CIO, SIU Endorse Clinton / Gore Ticket

Continued from page 3

replacement of striking workers. Clinton's plan for economic recovery includes:

- Creating new jobs by investing \$20 billion in rebuilding America's infrastructure.
- Stopping the export of U.S. jobs by eliminating tax incentives for shutting down U.S. plants and moving them overseas.
- Increasing tax rates on the wealthiest two percent of Americans while providing tax relief for the middle class.
- Overhauling the U.S. health care system so costs would be brought under control and health care would be available to every American.

Clinton's running mate is considered one of the leading voices

in Congress on issues of concern to working people.

Following his endorsement by the federation, Clinton said, "While the rich cashed in, the forgotten middle class—the people who work hard and play by the rules—took it on the chin. They worked harder for lower incomes and paid higher taxes to a government that failed to produce what we need: good jobs in a growing economy, world class education, affordable health care and safe streets and neighborhoods. The working poor had the door of opportunity slammed in their face."

Clinton and Gore received 99.8 percent of the votes cast by delegates from the AFL-CIO affiliated unions, the federation's trade and industrial departments and state and local AFL-CIOs.

U.S. Gov't Funds Aid Job Export

Continued from page 3

\$102.4 million since 1984. U.S. assistance accounts for 94 percent of FUSADES' total budget.

This is just one example of a policy called "Trade, Not Aid" instituted early in the Reagan administration. The stated aim of the policy was to shift U.S. foreign aid from the government to the private sector. A 1985 AID policy paper said the program would "foster the growth of productive, self-sustaining income and job producing private enterprise in developing countries."

Since the implementation of "Trade, Not Aid," the U.S. government has obligated more than \$1.3 billion to investment and trade promotion projects, many of which are designed to close U.S. factories and bring them to the Caribbean and Central America to take advantage of low-wage, non-union workers.

Dollars Fund Building

After running ads like the one noted earlier, AID then supplied the funds needed to build plants for U.S. manufacturers to use. In 1988 alone, \$32 million were allocated to fund start-up costs for the construction of 129 factory buildings. An additional \$5 million were diverted from U.S. Food for Peace aid to El Salvador to build a 72,000 square foot free zone factory now occupied by a U.S. manufacturer.

FUSADES is just one of 11 U.S. government-funded Central American and Caribbean investment and export promotion organizations with operations in the

United States. The countries where AID has supplied funds for their projects include—with total taxpayer dollars given since 1983—are Honduras, \$43.5 million; Jamaica, \$34.9 million; Costa Rica, \$32.5 million; Guatemala, \$10 million; Dominican Republic, \$11 million; Panama, \$10.9 million; Haiti, \$7.7 million; Nicaragua, \$15 million; Belize, \$4.5 million; and the Caribbean region, \$17.2 million.

Thanks to these initiatives, 500,000 Americans in the textiles and apparel industries have lost their jobs while 200,000 electronics workers have seen their plants flee the country. Job losses have occurred all over the country, but primarily in the southeastern corner of the U.S. Among the "all-American" names taking advantage of these programs are Levi Strauss, J.C. Penney, Saks Fifth Avenue, Sears and Wal Mart.

Blacklists Maintained

But workers in Central America and the Caribbean are like American workers in that they want raises and a chance to organize and seek better working conditions. Most of the workers are female, under 18 years of age and live in poverty, even with these jobs. What happens when they speak up? Workers are fired and blacklisted to keep them from being hired by other U.S. manufacturers.

The illegal lists are maintained with the knowledge of U.S. authorities. Projects funded by AID in El Salvador and Honduras collaborate with zone administrations and U.S. companies to

maintain blacklists of union organizers.

Congressional Action Urged

The congressional mandate to the U.S. foreign assistance program is "to help the poor majority of the people in developing countries to participate in a process of equitable growth through productive work and to influence decisions that shape their lives, with the goal of increasing their incomes and their access to public services which will enable them to satisfy their basic needs and lead lives of decency, dignity and hope."

The national federation of trade unions, the AFL-CIO, as early as last year called on Congress to investigate the activities of AID. "American taxpayer's money should not be used to export U.S. jobs overseas, or for activities which lead to the exploitation of workers in other nations," said Robert M. McGlotten, the director of the AFL-CIO Department of Legislation, in a letter to the chairmen of House and Senate committees overseeing foreign relations.

"The Agency for International Development's efforts to export U.S. jobs are unconscionable, especially during a period of severe recession and widespread unemployment at home," AFL-CIO President Lane Kirkland said. "No longer should U.S. government programs be used to line the pockets of wealthy American business elites while throwing other Americans out of work. For American taxpayers to finance this folly is an outrage. Congress should put a stop to it at once."



Seafarers show their enthusiastic support for the Clinton/Gore ticket.

Dispatchers' Report for Deep Sea

AUGUST 16 — SEPTEMBER 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
DECK DEPARTMENT										
New York	40	20	14	33	22	4	6	53	32	34
Philadelphia	3	7	3	2	8	2	2	1	10	8
Baltimore	8	20	4	7	12	4	2	5	17	5
Norfolk	13	11	6	5	12	8	8	25	18	9
Mobile	8	22	2	7	5	0	2	19	38	13
New Orleans	14	15	4	14	15	4	2	46	31	18
Jacksonville	17	23	15	20	16	9	3	37	33	34
San Francisco	25	31	6	21	11	0	2	45	48	16
Wilmington	16	13	7	13	7	0	4	30	35	18
Seattle	21	21	7	14	13	1	5	46	31	18
Puerto Rico	8	3	0	5	2	0	0	14	5	1
Honolulu	4	17	12	5	19	6	4	5	13	17
Houston	31	35	14	31	32	5	13	36	26	24
St. Louis	3	2	2	1	2	1	0	2	1	1
Piney Point	3	20	1	3	9	0	1	3	21	2
Algonac	1	2	3	0	1	1	0	1	2	2
Totals	215	262	100	181	186	45	54	368	361	220
ENGINE DEPARTMENT										
New York	21	13	7	18	15	2	4	36	20	16
Philadelphia	3	6	2	1	2	1	0	4	7	7
Baltimore	4	6	2	3	5	1	2	5	10	4
Norfolk	5	9	2	2	4	4	1	14	16	5
Mobile	10	10	6	3	5	3	1	20	22	10
New Orleans	12	23	4	6	6	7	0	28	28	12
Jacksonville	12	23	10	11	12	5	4	18	28	12
San Francisco	18	26	7	7	14	0	5	30	36	14
Wilmington	5	11	9	6	8	3	5	12	23	15
Seattle	16	11	6	11	7	1	4	29	15	17
Puerto Rico	3	2	0	6	1	0	0	7	1	0
Honolulu	3	12	13	3	9	8	2	4	18	14
Houston	15	24	10	16	17	6	3	22	31	9
St. Louis	2	1	1	1	1	1	1	2	1	2
Piney Point	4	19	6	2	3	2	3	5	27	8
Algonac	0	1	0	0	1	0	0	0	1	0
Totals	133	197	85	96	110	44	35	236	284	145
STEWARD DEPARTMENT										
New York	23	7	3	19	11	1	6	27	15	6
Philadelphia	3	1	2	4	1	2	0	1	1	2
Baltimore	4	3	0	2	3	0	0	5	4	0
Norfolk	6	4	7	4	5	6	3	7	5	6
Mobile	8	7	3	7	3	1	1	12	12	3
New Orleans	6	10	2	2	1	2	0	20	19	4
Jacksonville	13	7	0	12	5	0	6	17	12	0
San Francisco	37	11	1	24	4	0	7	89	24	5
Wilmington	11	8	3	5	1	0	4	18	11	8
Seattle	17	9	3	20	2	1	5	33	13	5
Puerto Rico	5	0	0	2	0	0	1	6	1	3
Honolulu	9	21	19	8	12	16	55	14	33	22
Houston	4	2	2	7	3	2	0	13	3	3
St. Louis	0	0	0	1	0	0	0	0	0	0
Piney Point	3	10	2	2	3	2	3	7	21	4
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	149	100	47	119	54	33	91	269	174	71
ENTRY DEPARTMENT										
New York	7	37	36	8	19	9	0	21	74	94
Philadelphia	0	3	1	0	0	2	0	3	4	4
Baltimore	2	9	2	0	11	0	0	5	10	4
Norfolk	4	21	6	3	10	9	0	6	29	15
Mobile	3	14	4	2	4	6	0	2	32	12
New Orleans	7	24	18	3	12	4	0	15	44	36
Jacksonville	4	19	7	0	16	5	0	5	31	13
San Francisco	22	19	18	7	6	0	0	52	60	51
Wilmington	7	13	5	3	6	2	0	11	25	9
Seattle	8	16	11	4	7	0	0	17	20	22
Puerto Rico	5	4	4	4	2	1	0	6	7	7
Honolulu	4	46	149	6	25	105	0	1	71	197
Houston	2	12	3	2	17	5	0	4	26	9
St. Louis	0	2	0	0	2	0	0	0	6	0
Piney Point	0	29	4	0	28	2	0	0	27	6
Algonac	0	2	1	0	2	0	0	0	0	1
Totals	75	270	269	42	167	150	0	148	466	480
Totals All	572	829	501	438	517	272	180	1,021	1,285	916

* "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 1,407 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,407 jobs shipped, 438 jobs or about 31 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From August 16 to September 15, 1992, a total of 180 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 17,343 jobs have been shipped.

November & December Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point
Monday: November 2, December 7

New York
Tuesday: November 3, December 8

Philadelphia
Wednesday: November 4, December 9

Baltimore
Thursday: November 5, December 10

Norfolk
Thursday: November 5, December 10

Jacksonville
Thursday: November 5, December 10

Algonac
Friday: November 6, December 11

Houston
Monday: November 9, December 14

New Orleans
Tuesday: November 10, December 15

Mobile
Thursday: November 12; Wednesday, December 16

San Francisco
Thursday: November 12, December 17

Wilmington
Monday: November 16, December 21

Seattle
Friday: November 20; Monday, December 28

San Juan
Thursday: November 5, December 10

St. Louis
Friday: November 13, December 18

Honolulu
Friday: November 13, December 18

Duluth
Thursday: November 12; Wednesday, December 16

Jersey City
Wednesday: November 18, December 23

New Bedford
Tuesday: November 17, December 22

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

Personals

LOUIS R. PION

Lost your address. Please write. CDN Bill Burke, Box 424877, San Francisco, CA 94142.

EDWARD POWELL

If you were born in December 1932, raised in Bay Ridge, N.Y. and were a boyhood friend of Robert E. Zelek, please contact Mrs. Jane Zelek by FAX (718) 474-6329.

PAUL LA BORDE

Please contact Roger Rahor at P.O. Box 892, Miller Place, N.Y. 11764, or call (516) 928-7169.

JOHN BERNARD COUGAN

Please contact John Young at 767 West 8th Ave., Eugene, OR 97402.

Thinking Safety



The four Seafarers who crew G&H's Andrew K have a top-notch safety record, often winning the company's safety awards. From left are Richard Guerra Sr., Tig Turner, Kenny Wall and Danny K. Mixon.

Seafarers International Union Directory

Michael Sacco
President
John Fay
Secretary-Treasurer
Joseph Sacco
Executive Vice President
Augustin Telles
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 Kalia 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

AUGUST 16 — SEPTEMBER 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	47	6	0	40	8	0	39	6
Port	ENGINE DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	14	3	0	11	1	0	13	7
Port	STEWARD DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	8	2	0	6	0	0	7	2
Port	ENTRY DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	22	11	0	0	0	0	30	19
Totals All Departments	0	91	22	0	57	9	0	89	34

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

Dispatchers' Report for Inland Waters

AUGUST 16 — SEPTEMBER 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								
	CL	L	NP	CL	L	NP	CL	L	NP
Atlantic Coast	9	0	0	1	0	0	54	2	0
Gulf Coast	3	1	8	1	1	1	7	3	30
Lakes & Inland Waters	16	0	0	11	1	0	44	0	0
West Coast	2	1	1	0	0	1	2	2	3
Totals	30	2	9	13	2	2	107	7	33
Region	ENGINE DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Atlantic Coast	1	0	0	1	0	0	13	1	0
Gulf Coast	0	0	4	0	0	1	0	0	3
Lakes & Inland Waters	12	0	0	7	0	0	29	5	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	13	0	4	8	0	1	42	6	3
Region	STEWARD DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Atlantic Coast	1	0	0	0	0	0	10	0	0
Gulf Coast	1	0	2	0	0	1	0	0	4
Lakes & Inland Waters	6	0	0	3	0	0	12	0	0
West Coast	0	1	0	0	0	0	1	1	0
Totals	8	1	2	3	0	1	23	1	4
Totals All Departments	51	3	15	24	2	4	172	14	40

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

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

SIU BULLETIN BOARD

ATTENTION QMEDS

Per the shipping rules, a QMED can be registered only in his current classification for one calendar year, then must apply for and pass courses designated by the Lundberg School to reach the next classification until the member becomes a QMED 1.

The school has divided the courses into required and elective. An upgrader must take one required course and one elective class each year to move up one classification.

For additional information, talk with the port agent at your nearest union hall.

IN SEARCH OF FAMILY BACKGROUND

Eugene Assencio is trying to contact anyone who may have shipped with or known his father, Antonio "Tony" Raymond Assencio—in an effort to learn more about him, and thus, about his own background.

Persons with any information may contact Eugene Assencio at 34 Schermerhorn St., No. 4, Brooklyn, NY 11201, or call (718) 858-4937.

MODEL-BUILDING CLASS AT SOUTH STREET SEAPORT

Beat the winter blues—sign up for an eight-session class in model building at the South Street Seaport Museum. Under the guidance of master ship model builders Jack Putnam and Glenn Braun, complete your own scratch-build, static model of *Pioneer*, an historic schooner in the museum's collection. Beginners welcome.

The course will take place on eight consecutive Wednesday nights, February 3 - March 24, from 6:30-8:30 p.m. The cost is \$150 (this fee includes all materials).

To register or for more information, call (212) 669-9416 before January 22.

SEAFARERS ON AMSEA SHIPS

Any Seafarer who has sailed or is sailing on one of the following Amsea prepositioning ships is due an across-the-board pay increase of 4 percent retroactive to July 1, 1992:

- 1st Lt. Baldomero Lopez
 - 2nd Lt. John P. Bobo
 - 1st Lt. Jack Lummus
 - Pfc. Dewayne T. Williams
 - Sgt. William Button
- The company will include the increase and all back monies due in Seafarers' paychecks.

"MINUTE OF SILENCE" MAKES GREAT GIFT

Seafarer and author Larry Reiner is providing thousands of readers a glimpse of life aboard ships. His fast-paced novel about a tanker crew in adverse situations, "Minute of Silence," is the perfect gift to get the merchant mariner who has everything.

Reiner's book can be purchased for \$18.95 from Integra Press, 1702 W. Camelback Road, Suite 119, Phoenix, AZ 85015.

Through the Christmas holiday, when a Seafarer or pensioner orders "Minute of Silence," the publisher will include a free copy of an anthology that includes two of Reiner's short stories. The anthology usually is sold separately from Integra Press for \$3.95 postpaid. Don't delay. Send for your copy now.

SIU STEWARDS, COOKS

Any holiday recipes you would like to share with other Seafarers and their families can be sent to the *Seafarers LOG*. Please include with your recipe submission a brief description of the item being made. Also, describe your interest in cooking and working at sea.

This material should be received by the *LOG* no later than November 13. Address your submission to *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746.

The Seafarers Pension Plan this month announces the retirements of 20 members.

Fourteen of those signing off sailed in the deep sea division, while four sailed in the inland division and two sailed on the Great Lakes.

The shipboard departments of the SIU are losing six Seafarers trained in all aspects of galley operations. Additionally, this month, eight deck department members and four engine department members are retiring. Two members sailed in more than one department.

Brief biographical sketches of those four and the other new pensioners follow.

DEEP SEA



ROBERT ADAMS, 65, joined the SIU in 1969 in the port of San Francisco. A native of Los Angeles, he sailed in the steward department. Brother Adams upgraded frequently at the Lundeberg School. He served in the U.S. Navy from 1944 to 1946. He has retired to Eugene, Ore.

GEORGE ALT-SHAFFL, 65, joined the union in 1955 in the port of New Orleans. He was born in Plattsmouth, Neb. and sailed in the steward and deck departments. Brother Altshaffl upgraded at the Lundeberg School in 1978. He served in the U.S. Marine Corps from 1945 to 1946. Brother Altshaffl resides in St. Augustine, Fla.



EDWARD ATKINS, 65, joined the Seafarers in 1948 in the port of New York. Born in North Carolina, he sailed in the deck department. Brother Atkins served in the U.S. Army from 1944 until 1947. He lives in Lakewood, Calif.



JOSEPH BONNER, 49, joined the SIU in 1974 in the port of San Francisco. He was born in Ft. Worth, Texas and sailed in the steward department. Brother Bonner has retired to Seattle.

IVEY COX, 63, joined the Seafarers in 1955 in the port of New York. The native of Florida sailed in the deck department. Brother Cox has retired to Panama City, Fla.

GEORGE CRAWFORD, 67, joined the SIU in 1945 in his native Mobile, Ala. He sailed in the steward department. Brother Crawford still calls Mobile home.

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

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

BENJAMIN DIMAPASOC, 65, joined the Seafarers in 1970 in the port of San Francisco. A native of the Philippine Islands, he sailed in the deck department. Brother DiMapasoc has retired to San Francisco.



PAUL DUDNIKOV, 65, joined the union in 1979 in the port of New York. Born in Russia, he sailed in the deck department. Brother Dudnikov upgraded at the Lundeberg School in 1982. He served in the Soviet Navy from 1952 until 1957, when he defected to the U.S. Brother Dudnikov resides in Hollywood, Fla.



LOURICE MARTIN, 69, joined the Marine Cooks and Stewards in the port of Portland, Ore. in 1959, before that union merged with the AGLIWD. He was born in Louisiana and in 1980 completed the steward recertification course at the Lundeberg School. Brother Martin has retired to Seattle.

JUAN MELENDEZ, 65, joined the SIU in 1966 in the port of New York. A native of Puerto Rico, he sailed in the steward department. Brother Melendez resides in Houston.



OLIVER ROBERTS, 46, joined the union in 1976 in the port of New York. Born in Louisiana, he sailed in the steward department. Brother Roberts upgraded at the Lundeberg School in 1987. He served in the U.S. Army from 1968 to 1970. Brother Roberts lives in Houston.

GEORGE SILVA, 66, joined the SIU in 1957 in the port of Philadelphia. The native of Oakland, Calif. sailed in the engine department. Brother Silva



served in the U.S. Army from 1945 to 1947. He has retired to San Leandro, Calif.



MICHAEL TREMPER, 48, joined the Seafarers in 1961 in the port of Baltimore. A native of Maryland, he sailed in the engine department. Brother Silva upgraded frequently at the Lundeberg School. He resides in Baltimore.

THEODORE WILLIAMS, 62, joined the SIU in 1966 in the port of Houston. Born in Greenville, Ohio, he sailed in the deck department. Brother Williams upgraded at the Lundeberg School in 1975. He served in the U.S. Army from 1951 to 1953. Brother Williams lives in Columbus, Ohio.

INLAND

EARL NIXON, 62, joined the union in 1969 in the port of

Norfolk, Va. Born in Belhaven, N.C., he sailed in the deck department. Boatman Nixon served in the U.S. Army from 1952 to 1953. He still lives in Belhaven.

DENNIS ABSHIRE, 64, joined the union in 1948 in the port of Port Arthur, Texas. He was born in Louisiana and sailed in the engine department. Boatman Abshire has retired to Sulphur, La.



CHARLES LOVERN, 62, joined the union in 1971 in the port of Philadelphia. A native of Oaklyn, N.J., he sailed in the deck and engine departments. Boatman Lovern served in the U.S. Navy from 1942

until 1954. He resides in Hendersonville, N.C.

DON MORGAN, 62, joined the union in 1957 in his native Houston. He sailed in the deck department. Boatman Morgan served in the U.S. Navy from 1949 to 1953. He has retired to Corpus Christi, Texas.



GREAT LAKES



ROBERT BAUGHMAN, 64, joined the Seafarers in 1953 in the port of Frankfort, Mich. The Michigan native sailed in the engine department. Brother Baughman has retired to Elberta, Mich.

WILLIAM LESAGE, 64, joined the SIU in 1963 in the port of Detroit. He was born in Ontario, Canada and sailed in the deck department. Brother Lesage has retired to his native Ontario.



SIU Joins AFL-CIO in Nationwide Rallies

Continued from page 15

were among the 500 people in attendance.

SIU Vice President Gulf Coast Dean Corgy served as master of ceremonies. In his opening remarks, he touched on the importance of the upcoming presidential election and the effectiveness of organized labor's grassroots political activities.



SIU Vice President Dean Corgy (left) and Leroy Bruner of the Longshoremen's union, greet Congressman Craig Washington at Houston's annual Labor Day breakfast.



Taking part in Mobile's Labor Day festivities are members of Bosun Thomas Temple's family. They are (from left) Benjamin, Rosalind and Anna Temple.



Holding the SIU banner in the Mobile parade are Safety Director Ed Kelly and Bosun Calvin Miles. In front are brothers Antonio and Charles Collier.



In Detroit, SIU Vice President Byron Kelley (left) was featured on a local radio call-in show. With him are Bob Bauer (center), the program's host, and Ray Flynn, mayor of Boston, Mass.

Know Your Rights

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

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

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

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

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

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

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

EDITORIAL POLICY — THE SEAFARERS LOG. The Seafarers LOG traditionally has

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

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

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

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

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

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

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



If at any time a member feels that any of the above rights have been violated, or that he or she has been denied the constitutional right of access to union records or information, the member should immediately notify SIU President Michael Sacco at headquarters by certified mail, return receipt requested. The address is 5201 Auth Way, Camp Springs, MD 20746.

SIU Scholarship Applications Will Be Accepted Until April 15

The cost of a college education continues to rise each year. But for Seafarers and their dependents, help in attaining additional schooling is available in the form of the Seafarers Scholarship Program.

Seven scholarships will be awarded in 1993. 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.

Information Available

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

Completing the application form, itself, is not very difficult. What will take more time, however, is gathering all the other necessary paperwork. This includes an autobiographical statement,

photograph, certified copy of birth certificate, high school transcript and certification of graduation or official copy of high school equivalency scores, college transcript, letters of reference and SAT or ACT results.

April 15 Deadline

Schools can be very slow in handling transcript requests, so applicants must be sure to submit their requests to those institutions as soon as possible.

The ACT and SAT exams are given approximately six times a year on specified dates. The applicant should be sure to take whichever exam is required by the college or trade school to which he or she is applying. (In order to ensure that the test results reach the scholarship committee in time for its deliberations, ACT or SAT tests must be taken no later than February 1993.) Also, now is a good time for the applicant to start thinking about who should be asked to write letters of recommendation.

Once all the paperwork has been completed and the application form is filled out, the entire package should be sent to the Seafarers Welfare Plan on or before April 15, 1993.

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.

1092

LOG-A-RHYTHM

The Old Ship and the Man

by Jack Sheffield

Jack Sheffield sailed in the SIU from 1963 to 1968 as a member of the deck department. The resident of Mobile, Ala., in a letter sent to the LOG with this poem, said he enjoys keeping up with maritime news and looks back fondly to his days in the merchant marine.

*He read in the paper where an old ship went down,
Somewhere in the sea just off of Capetown.*

*Oh the stories she could have told,
About all the years she had sailed so bold.*

*She had seen boys become men while riding her decks,
And ocean after ocean she had given them her best.*

*She had fought great storms with waves fifty feet high,
And as each was over, she sailed on with pride.*

*She had sailed the whole world to far away lands,
From China to Italy and Afghanistan.*

*She never lost a life since they put her afloat,
And as she goes down, the crew safely watch from her lifeboats.*

*Everyone's safe—all safe and sound,
As the ol' girl shivers and shakes and then goes on down.*

*No one seems to care that she's gone today,
Except maybe the insurance co. that will have to pay.*

*But as the old man starts to read,
He thinks back to the day he first hit the high seas.*

*For it was on her decks that he became a man,
While sailing away to some far away land.*

*And as she sailed off so sharp and true,
With her decks all sparkling and new.*

*They had made their first trip together—this ship and this man,
But now she was gone—to no man's land.*

*There's a tear in his eye as he lays the paper aside,
Then he leans back in his rocker and closes his eyes.*

*Her life is over, her courses all ran,
But for him tomorrow is another day in life's shifting sands.*

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.

GLOBAL SENTINEL (Trans-Oceanic Cable), April 27 — Chairman J. Olson, Secretary K. Rosiek, Educational Director J. Smitko. No beefs or disputed OT reported. Crew discussed medical benefits. Next port: Baltimore.

MV CONSTELLATION (Maersk Lines), May 8 — Chairman Bradford Shelly, Secretary B. Tyler, Educational Director M. Rivera, Deck Delegate Scott Murrain, Engine Delegate Donald Ackerman, Steward Delegate Florencio Umali. Chairman reported new contract between Maersk and MSC covering the *Constellation*. Educational director urged members to upgrade at Lundeberg School. Deck delegate reported inadequate lighting in lower holds. No beefs or disputed OT reported. Next port: Oakland, Calif.

SEA-LAND DEFENDER (Sea-Land Service), May 17 — Chairman Ken McGregor, Secretary John Alamar, Educational Director Daniel Dean. No beefs or disputed OT reported. Ship has been without juice machine for two-and-a-half trips.

MV PAUL BUCK (Ocean Shipholding), June 14 — Chairman George Khan, Secretary Steve Parker, Educational Director Cliff Miles, Deck Delegate Joseph Schneider, Engine Delegate Lionel Lee, Steward Delegate Alphonso Young. Chairman reported ship needs new washing machine. Secretary thanked all hands for helping keep pantry clean. Educational director stressed importance of upgrading at Lundeberg School. No beefs or disputed OT reported. Radio is needed for messhall. Crew thanked steward department for good job.

GREEN ISLAND (Waterman Steamship), June 7 — Chairman Marvin Zimbro, Secretary J.H. Gleaton, Educational Director W. Jones. No beefs or disputed OT reported. Next port: Newport News, Va.

MV CONSTELLATION (Maersk Lines), June 17 — Chairman Brad

Shelly, Secretary B. Tyler, Educational Director W. Payne, Deck Delegate S. Murrain, Steward Delegate F. Ymali. Educational director encouraged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Washer and dryer still not working properly. Crew thanked galley gang for job well done. Crew noted that with the loss of Subic Bay as port of call, the friendliness and hospitality of the Philippines' people will be missed.

OVERSEAS JOYCE (Maritime Overseas), June 21 — Chairman K. Herzstein, Secretary J. Rapoza, Deck Delegate Mark Biliot, Engine Delegate Roger Sharp, Steward Delegate E. Leeper. Chairman announced payoff. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew reported that while in Balboa, they spotted and picked up seven refugees from Cuba in homemade raft. Next port: Houston.

ULTRAMAX (Sealift, Inc.), June 21 — Chairman Glen James, Secretary T. Hanson, Educational Director R. Bolin, Deck Delegate Michael Johnson, Engine Delegate Phillip Patton, Steward Delegate Fred Lindsey. Educational director encouraged members to upgrade at Lundeberg School. Deck delegate discussed details of contract for this ship. No beefs or disputed OT reported. Crew asked contracts department for clarification on QMED job description and wage. Crew thanked galley gang for good work.

AMERICAN CONDOR (American Transportation Inc.), July 5 — Chairman M. McCardie, Educational Director Joe Graham, Deck Delegate Charles Quales, Engine Delegate Dave White, Steward Delegate Robert Laidler. Chairman reported phones are inoperative. No beefs or disputed OT reported. Crew thanked steward department.

GALVESTON BAY (Sea-Land Service), July 19 — Chairman John Bertolino, Secretary O. Castagnino, Educational Director S. Kues, Deck Delegate Douglas Flynt, Engine Delegate Fred Tierney, Steward Delegate Frank Tirado. Chairman noted everything running smoothly. No beefs or disputed OT reported. Crew asked contracts department for clarification on transportation to vessel. Next port: Charleston, S.C.

ITB NEW YORK (Sheridan Transportation), July 29 — Chairman John Wolfe, Secretary F. Cordero, Deck Delegate M. Perry, Engine Delegate Abraham Daif, Steward Delegate Edward Dunn. Crew asked contracts department to look into possibility of increasing medical benefits.

OVERSEAS ALICE (Maritime Overseas), July 17 — Chairman Steve Copeland, Secretary G. Griswold, Educational Director Jack Singletary, Deck Delegate Jay Grayson, Engine Delegate Kenneth Biddle, Steward Delegate Tony Tabage. New furniture is needed for crew lounge. Crewmembers need new mattresses. Chairman announced payoff.

He noted AB John Neff has donated a videotape rewinder and head cleaner. Secretary thanked crew for cleanliness. Educational director urged members to take advantage of upgrading opportunities at Lundeberg School. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Chairman thanked galley gang and stated this is the best food he has had during seven years on board. Next port: Tampa, Fla.

SUGAR ISLANDER (Pacific Gulf Marine), July 13 — Chairman William Dean, Secretary Ceaser Blanco, Educational Director Clifton Hall, Deck Delegate Henry Selles. Chairman urged members to upgrade at Lundeberg School. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew asked contracts department to seek change which would allow deckhands to go on day work when vessel exceeds 24 hours in port. All departments were thanked for jobs well done. Crew observed one minute of silence in memory of departed brothers and sisters.

AMERICAN CONDOR (American Transportation Inc.), August 28 — Chairman Michael McCardie, Secretary Carlos Sierra, Educational Director Joe Graham, Deck Delegate Charles Quales, Engine Delegate Dave White, Steward Delegate Robert Laidler. Chairman reviewed change in contract regarding registration procedures. Educational director distributed upgrading information. Steward delegate reported beef. No beefs or disputed OT reported by deck or engine delegates. Engine delegate thanked SA Rob Laidler and DEU Troy Williams for jobs well done.

AMERICAN EAGLE (Pacific Gulf Marine), August 14 — Chairman Billy Eastwood, Secretary K. Deegan, Educational Director K. Katsalis, Deck Delegate H. Gibson, Steward Delegate R. McCausland. No beefs or disputed OT reported. Crew received furniture. Crew reported P.X. privilege was not extended in Bremerhaven, Germany. Crew thanked galley gang for outstanding work.

AMERICAN HERITAGE (Apex Marine), August 26 — Chairman Clyde Smith Jr., Educational Director C. Scott, Deck Delegate Wilfredo Cruz, Engine Delegate A. Atiah, Steward Delegate B. Johnson. Secretary reported ship would take on stores in Mobile, Ala. No beefs or disputed OT reported. Crew gave vote of thanks to steward department.

CHARLES L. BROWN (Trans-Oceanic Cable), August 27 — Chairman J. Harrington, Secretary P. Briggs, Educational Director W. Carrol, Engine Delegate J. Canada, Steward Delegate W. Smith. Problem with air conditioning continues. Chairman announced payoff and cookout. No beefs or disputed OT reported.

SGT. W.R. BUTTON (Amsea), August 7 — Chairman S. Berscher, Secretary K. White, Educational Director M. Blackburn, Deck Delegate J. Mazzaferro, Engine Delegate T. Christensen, Steward Delegate K. Johnson. Chairman announced payoff. Secretary thanked crew for keeping ship clean. Educational director encouraged all members to upgrade at Lundeberg School. He said school is excellent place to vacation. No beefs or disputed OT reported. Crew received response from contracts department but requested further clarification on pay raise. Captain R. Horne conveyed

thanks to all crewmembers for smooth and injury-free military exercise. "Freedom Banner 1992" was completed August 2 off San Diego. Crew thanked galley gang for job well done.

CHARLESTON (Westchester Marine), August 20 — Chairman Anthony Malen, Secretary S. Ingram, Educational Director Richard Gracey, Deck Delegate Evan Bradley, Engine Delegate Leroy Williams, Steward Delegate G. Rios. Educational director urged members to upgrade at Lundeberg School. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates.

SAMUEL L. COBB (Ocean Shipholding), August 2 — Chairman K. Koutouras, Secretary R. Crawford, Educational Director R. Kindred, Deck Delegate K.

Bush, Deck Delegate S. Luna, Engine Delegate E. Young, Steward Delegate R. Tarantino. Educational director reminded members to follow safety regulations and upgrade at Lundeberg School. No beefs or disputed OT reported. Crew was reminded to rewind videotapes after viewing. Crew thanked steward department for job well done. Next port: Charleston, S.C.

NEDLOYD HUDSON (Sea-Land Service), August 2 — Chairman C. James, Secretary C. Kenny, Deck Delegate F. Rivera, Steward Delegate Gordon Wheeler. No beefs or disputed OT reported. Electrician clarified that his OT was submitted to chief engineer, not chief mate. Crew thanked steward department. Next port: Houston.

ITB BALTIMORE (Sheridan Transportation), August 7 — Chairman Jim Rogers, Secretary

Greetings from Portland



This photo was snapped while the *Brooks Flange* was in the Portland shipyard. SIU crewmembers, from left, are AB Donald Morrison, OS Yahya Ghaleb, AB Lee Selico, QMED Bob Hamil and Wiper Nasser Muzayyad.

Amat, Steward Delegate Tom Barrett. No beefs or disputed OT reported.

GALVESTON BAY (Sea-Land Service), August 23 — Chairman J. Bertolino, Secretary C. Scott, Deck Delegate Charles Collins, Engine Delegate F. Tierney, Steward Delegate F. Tirado. No beefs or disputed OT reported. Crew gave vote of thanks to steward department.

FRANCES HAMMER (Ocean Chemical Carriers), August 23 — Chairman Richard Wilson, Secretary Janet Price, Educational Director William Dooling, Deck Delegate K. Hare, Engine Delegate W. Dooling, Steward Delegate T. Gonzalez. Chairman reported there will be no backload and ship will proceed directly to Mobile, Ala. Educational director encouraged members to upgrade at Lundeberg School. Treasurer reported \$277 in ship's fund. No beefs or disputed OT reported. Chairman advised crew of shipping rules for layoff and for reclaiming jobs when vessel comes out of shipyard.

JULIUS HAMMER (Ocean Chemical Carriers), August 19 — Chairman R. Dailey, Secretary F. Costango, Educational Director R. Kurpeski. Secretary reported ship would pay off and take on stores in Jacksonville on August 24, then would sail for India two days later. Educational director advised members to check Seafarers LOG for schedule of upgrading courses. No beefs or disputed OT reported. Crew noted fans are needed in some rooms. They also cited need for new sofa in crew mess. Crew thanked galley gang for great job on extra-long trip of 105 days. Crew noted mail service is slow.

NEDLOYD HOLLAND (Sea-Land Service), August 2 — Chairman G. Lopez, Secretary Don

Andrew Hagan, Educational Director Paul Honeycutt, Deck Delegate Martin Rosen, Engine Delegate M. Hadwan, Steward Delegate John Padilla. Chairman reported new ice machine was ordered. Educational director encouraged members to upgrade at Lundeberg School and donate to SPAD. Steward delegate reported disputed OT and asked crew to help keep messhall clean. No beefs or disputed OT reported by deck or engine delegates. Crew asked contracts department for clarifications on wages and wheel watch. Crew thanked galley gang for excellent chow. Next port: Baltimore.

ITB GROTON (Sheridan Transportation), August 1 — Chairman Neil Matthey, Secretary M. Deloatch, Educational Director R. Natoli, Deck Delegate Joseph Soresi, Engine Delegate J. Perez, Steward Delegate Michael Hammock. Chairman announced payoff. He thanked crew for smooth voyage and noted importance of SPAD. He urged members to read the LOG. Secretary thanked crew for keeping messhall clean. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew thanked steward department for fine food. Next port: Stapleton, N.Y.

ITB NEW YORK (Sheridan Transportation), August 16 — Chairman John Wolfe, Secretary R. Hicks, Educational Director Thomas Migliara, Deck Delegate Steve Molito, Engine Delegate A. Daif, Steward Delegate Edward Dunn. Chairman reminded crew that no plastic should be tossed overboard. He commended deck department for good work. No beefs or disputed OT reported. Crew gave vote of thanks to galley gang.

Continued on page 26

One More Trip



Bosun Clyde Smith completes another voyage, as the *American Heritage* pays off in Mobile.

Ships Digest

Continued from page 25

LIBERTY SPIRIT (Liberty Maritime), August 23 — Chairman Jerry Borucki, Secretary Steve Venus, Engine Delegate Gary Toomer, Steward Delegate Isaac Gordon. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Chairman reminded crew to support SPAD for job security. He thanked crew for smooth trip. Crew and officers thanked steward department for excellent food. Crew observed one minute of silence in memory of departed brothers and sisters.

MOKU PAHU (Pacific Gulf Marine), August 23 — Chairman D. Ticer Jr., Secretary J. Pratt, Educational Director M. Peck. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Chairman reminded crew to be considerate of others who are sleeping.

NUEVO SAN JUAN (Puerto Rico Marine), August 11 — Chairman W. Card, Secretary R. Fagan, Educational Director R. Torgersen. Chairman reported everything running smoothly. Deck delegate reminded deck department to make sure all lashings and deck gear are secured before sailing. No beefs or disputed OT reported. Crew discussed shipboard safety. Crew thanked steward department, including Chief Cook Vernon Wilson. Crew conveyed best wishes to third mate who is leaving vessel.

OMI SACRAMENTO (Vulcan Carriers), August 2 — Chairman Ray Gorju, Secretary John Darrow, Educational Director V. Lemon, Deck Delegate R. Watkins, Steward Delegate Donna DeCesare. Chairman reminded members to upgrade at Lundeberg School. He reminded those who are signing off to clean rooms for replacements. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew asked contracts department to seek change in QMED base pay. Crew thanked galley gang for good food and good service.

OMI STAR (OMI Corp.), August 3 — Chairman Robert Allen, Secretary K. Jones, Engine Delegate Mark Jeffers, Steward Delegate P. Mena. Secretary urged members to upgrade at Lundeberg School and donate to SPAD. Educational director noted that films about the chemical the ship carries are on board. No beefs or

disputed OT reported. Crew requested fans for crew lounge and mess.

OVERSEAS ALASKA (Maritime Overseas), August 30 — Chairman Ray Ramirez, Secretary Florencio Nieves Jr., Educational Director D. Hurts, Deck Delegate W. Blankenship, Engine Delegate James Brown, Steward Delegate V. Cardenas. Chairman announced payoff. He encouraged members to upgrade at the Lundeberg School as soon as possible. No beefs or disputed OT reported. Crew extended vote of thanks to steward department.

OVERSEAS JOYCE (Maritime Overseas), August 12 — Chairman R. Bradford, Secretary P. Alvarez, Educational Director S. Hoffman. Chairman announced payoff. Secretary encouraged all members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew thanked galley gang. Next port: Portland, Ore.

OVERSEAS VIVIAN (Maritime Overseas), August 2 — Chairman Jerome Williams, Engine Delegate Mark Stewart. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew requested new washing machine.

RALEIGH BAY (Sea-Land Service), August 2 — Chairman Carlton Hall, Secretary A. Robinson, Educational Director D. Greiner, Engine Delegate D. Henderson, Steward Delegate Clarence Willey. Chairman urged members to upgrade at Lundeberg School. Secretary encouraged members to support each other in reaching career goals. No beefs or disputed OT reported. Crew thanked galley gang for job well done. Next port: Boston.

SEA-LAND ACHIEVER (Sea-Land Service), August 9 — Chairman Richard Marchione, Secretary L. Winfield, Educational Director Arlen Quinn. Chairman announced payoff. Educational director urged members to upgrade at Lundeberg School. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew thanked steward department.

SEA-LAND ANCHORAGE (Sea-Land Service), August 12 — Chairman G. Walker, Secretary L. Lightfoot, Educational Director J. Krebs. Engine delegate praised Wiper A. Almuflihi for excellent work. No beefs or disputed OT reported. Next port: Tacoma, Wash.

SEA-LAND EXPLORER (Sea-Land Service), August 23 — Chairman James Crain, Secretary Ron

Fluker, Deck Delegate Thomas Commans, Engine Delegate Bernardo Tapia, Steward Delegate George Lee. Chairman reminded members to thoroughly check their medical bills for accuracy. No beefs or disputed OT reported. Crew observed one minute of silence in memory of San Francisco Patrolman Gentry Moore. Next port: Long Beach, Calif.

SEA-LAND INNOVATOR (Sea-Land Service), August 16 — Chairman T. Anderson, Secretary R. Armstrong, Educational Director Charlie Howell. No beefs or disputed OT reported by department delegates, but crew reported beef about new dryer.

SEA-LAND INTEGRITY (Sea-Land Service), August 9 — Chairman Norberto Prats, Secretary P. Laboy, Deck Delegate Thomas Cuddihy, Engine Delegate Ismael Manley. No beefs or disputed OT reported. Crew gave vote of thanks to steward department. Next port: Boston.

SEA-LAND PACIFIC (Sea-Land Service), August 9 — Chairman L. Reck, Secretary G. Bronson, Educational Director S. Bigelow, Deck Delegate G. Johnson, Engine Delegate David Bland, Steward Delegate John Bennett. Chairman reminded crew to vote and donate to SPAD. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew reported rust in water system and no cold water for showers. Crew gave vote of thanks to galley gang. Next port: Tacoma, Wash.

SEA-LAND VALUE (Sea-Land Service), August 30 — Chairman Domingo Leon, Secretary D.A. Brown, Educational Director Steve Miller, Deck Delegate Abdullah Oun, Engine Delegate W. McCants. Chairman announced payoff. Secretary advised members to read the LOG. Educational director urged members to upgrade at Paul Hall Center for Maritime Training and Education. He reminded members that new wash-

ing machine is not for work clothes. No beefs or disputed OT reported. Captain Darley conveyed thanks to crew for keeping ship clean. Crew thanked galley gang for good work. Crew observed one minute of silence in memory of departed brothers. Next port: Elizabeth, N.J.

SEALIFT INDIAN OCEAN (IMC), August 3 — Chairman Brian Sowatzka, Secretary H. Winkler, Deck Delegate Mike Bouller. Deck delegate reported disputed OT. Deck and steward department members need new keys for rooms. No beefs or disputed OT reported by engine or steward delegates. Next port: Piney Point, Md.

THOMPSON PASS (IOM), August 30 — Chairman M. Gutierrez, Secretary G. Thomas, Educational Director J. Walker. Educational director recommended members upgrade at Lundeberg School. No beefs or disputed OT reported. Steward delegate thanked Chief Cook Abdul Hasan for job well done. TV may need repair.

USNS PERSISTENT (U.S. Marine Management), August 18 — Chairman G. Scott, Secretary J. Neal. No beefs or disputed OT reported. Crew made inquiry about payment of state taxes when in foreign countries. Crew thanked steward department for job well done. Next port: Norfolk, Va.

ITB NEW YORK (Sheridan Transportation), September 6 — Chairman Sonny Pinkham, Deck Delegate Steve Molito, Engine Delegate Abe Daif, Steward Delegate D. Rodriguez. Chairman thanked crew for smooth trip. No beefs or disputed OT reported. Crew thanked galley gang for job well done. Crew was thanked for keeping messhall clean.

SEA-LAND LIBERATOR (Sea-Land Service), September 5 — Chairman R. Edwards, Secretary R. Williams, Deck Delegate R. Wagner, Engine Delegate Robert Coppock, Steward Delegate L.

Razo. No beefs or disputed OT reported.

SEA-LAND NAVIGATOR (Sea-Land Service), September 3 — Chairman George Bradley,

Talking Union



Bosun William Jefferson, left, talks with New Orleans Patrolman Bobby Milan while the *Overseas Harriet* is in port.

Secretary M. Sani, Educational Director B. Weddle, Engine Delegate A. Ahmed, Steward Delegate M. Abuan. Chairman reported good trip and thanked entire crew for job well done. Educational director advised members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew reported new VCR needed for lounge. Crew thanked steward department for good food.

SEA-LAND PRODUCER (Sea-Land Service), September 7 — Chairman J. Edwards, Secretary L. Hoffman, Deck Delegate R. Vicari, Engine Delegate J. Spranza, Steward Delegate M. Cabasaq. Chairman announced payoff. Educational director urged members to take advantage of upgrading opportunities at Lundeberg School. No beefs or disputed OT reported. New benches have been installed in starboard gangway area and more are scheduled to be installed in portside gangway area. Electrician requests that all burned out light bulbs be reported to him.

Labor Day Barbecue



Chief Steward Lonnie Gamble and Chief Cook Audrey Brown prepare for the Labor Day cookout aboard the *Sgt. Matej Kocak*.

CONTRIBUTE TO SPAD

Make sure
Maritime's Message
is heard in the
right places



The *Fred G.* sits at anchor outside Port Everglades, Fla. Built in 1960, the vessel was purchased by SIU-contracted Pacific Gulf Marine to provide transportation of general cargo.

PGM Acquires Ship; Will Carry Military Cargo

SIU-contracted company Pacific Gulf Marine (PGM) added the *Fred G.*, a general cargo vessel, to its fleet this summer.

Seafarers from the port of New Orleans crewed the C-3 class vessel for its shakedown voyage, which began in the Gulf of Mexico and continued up the Atlantic coast to Norfolk, Va. From there, the *Fred G.* set sail for Nordenham, Germany to pick up its first load of cargo which will be brought to North Carolina.

To Transfer Materiel

The company has a contract to haul U.S. military cargo in its newly acquired breakbulk ship. Before Pacific Gulf Marine purchased the *Fred G.*, formally the *Zoella Lykes*, it had been laid up for more than a year.

Since acquiring the ship, which was built in 1960, PGM had it refurbished in the Avondale (La.) shipyard. During its 45-day stay in drydock, the vessel's boilers were automated.

Bosun Mario de la Cerda noted the vessel was in "good shape. It has good metal," he told SIU Representative Ambrose Cucinotta when the ship docked outside of Port Everglades, Fla., "but there is plenty of chipping and painting to be done. The engines seem to be working good."

The recertified bosun also praised the galley crew headed by Chief Steward H.G. Williams. "The food and the job they have been doing is excellent."

Good Job by All Hands

Todd Johnson, fleet support manager for Pacific Gulf Marine, said the company was very happy with the work done by the SIU crew to get the 12,000-ton *Fred G.* ready so quickly.

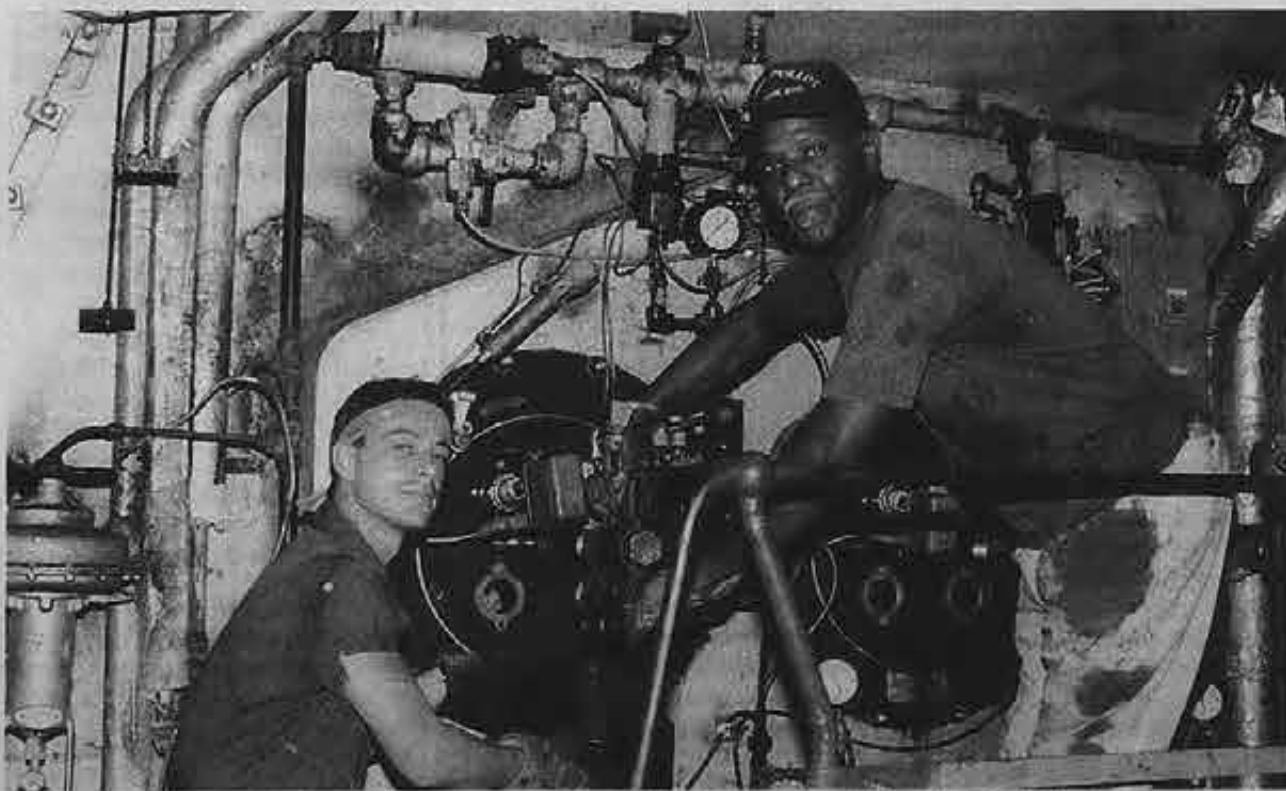
"We are really pleased with the effort put forth by the crew. The ship had been out of commission for a long time and they were able to get it sailing in great shape quickly."



The galley gang of (left to right) GSU Willie Cooper, Chief Steward H.G. Williams and Chief Cook Walter Laux is ready to feed the crew.



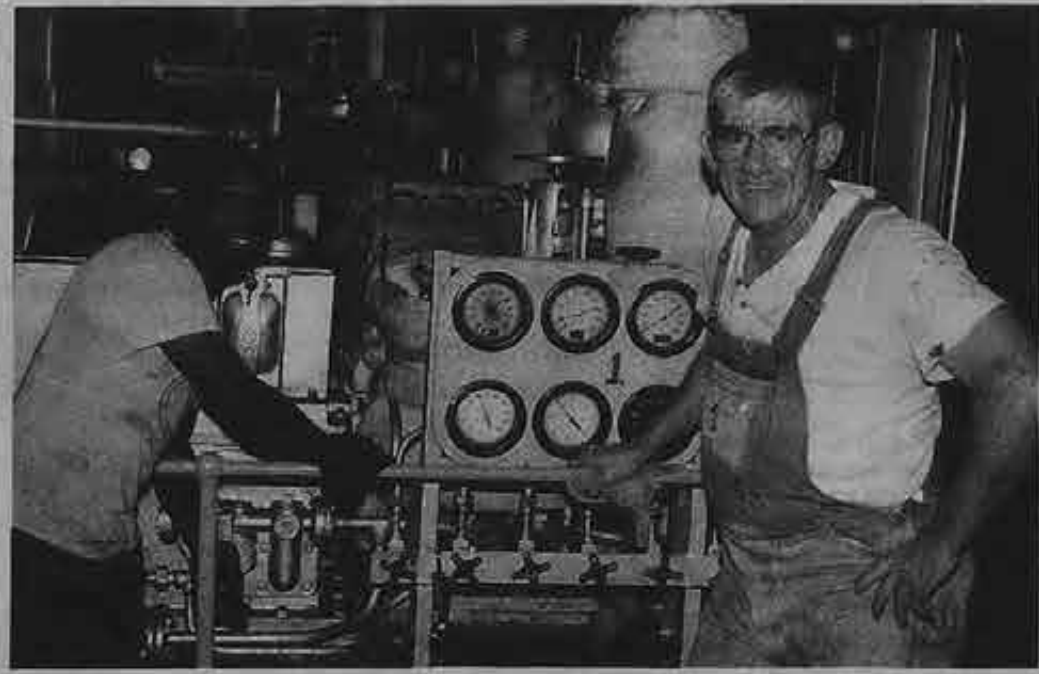
Electrician Robert Adams runs a cable through the overhead.



Checking on the fire in the engine room boiler are OMU Luigi Malta (left) and FWT R.L. Barney Jr.



Deck department members (left to right) Bosun Mario de la Cerda, AB Barry Hamm, AB Mike Bowers, AB David Hood and DEU Darren Walker helped ready the ship.



Inspecting the gauges in the engine room are FWT Edward Shamburger (left) and OMU Luke Pierson.

Final Departures

DEEP SEA

LAWRENCE ALLEN



Lawrence Allen, 54, passed away recently. He was born in Vicksburg, Miss. and in 1970 joined the SIU in the

port of San Francisco. Brother Allen sailed in the engine department and upgraded frequently at the Lundeberg School. He served in the U.S. Army from 1956 to 1958.

ARVO ANTILLA



Pensioner Arvo Antilla, 66, died August 26. A native of Duluth, Minn., he joined the Seafarers in

1956 in the port of New Orleans. Brother Antilla sailed in the deck department. He served in the U.S. Army from 1947 to 1951. Brother Antilla retired in January 1983.

PAUL BRINSON



Pensioner Paul Brinson, 75, passed away September 10. Born in Georgia, he joined the SIU as a

charter member in 1939 in the port of Tampa, Fla. Brother Brinson sailed in the engine department. He began receiving his pension in October 1982.

PETER DOLAN



Pensioner Peter Dolan, 72, died August 30. He joined the union in 1964 in his native Baltimore. Brother

Dolan sailed in the engine department. He upgraded at the Lundeberg School in 1975. Brother Dolan served in the U.S. Navy from 1942 until 1962. He retired in June 1985.

GRIFFITH DUFORE

Griffith Dufore, 53, passed away August 10. He joined the SIU in 1971 in his native New Orleans. Brother Dufore sailed in the deck department. He served in the U.S. Army from 1956 to 1958.

DELAWARE ELDÉMIRE



Pensioner Delaware Eldemire, 73, died August 10. Born in the British West Indies, he joined the Seafarers in

1946 in the port of New York. Brother Eldemire sailed in the deck department. He began receiving his pension in August 1976.

KARL ERIKSSON

Pensioner Karl Eriksson, 79, passed away September 12. He was born in Finland and in 1944 joined the SIU in the port of New

York. Brother Eriksson sailed in the engine department. He retired in February 1975.

JOSEPH GIBBONS

Pensioner Joseph Gibbons, 63, died September 10. He joined the Seafarers in his native Philadelphia in 1952. Brother Gibbons sailed in the steward department. He served in the U.S. Army from 1947 to 1951. Brother Gibbons began receiving his pension in February 1989.

WILLIAM GONZALEZ



Pensioner William Gonzalez, 58, passed away August 16. The native of Puerto Rico joined the SIU in 1962

in the port of New Orleans. Brother Gonzalez sailed in the steward department. He retired in April 1985.

SEYMOUR HEINFLING



Pensioner Seymour Heinfling, 72, died June 25. He was born in Brooklyn, N.Y. and in 1960 joined the Seafarers

in the port of Houston. Brother Heinfling sailed in the steward department. He retired in March 1981.

YSEE HONG

Ysee Hong, 84, passed away January 15. Born in China, he joined the union in 1952 in the port of New York. Brother Hong sailed in the steward department.

EDDIE JACKSON



Pensioner Eddie Jackson, 58, died July 6. He joined the SIU in 1965 in his native Mobile. Brother Jack-

son sailed in the steward department. He served in the U.S. Army from 1951 to 1955. Brother Jackson began receiving his pension in June 1991.

RICHARD MADDOX



Pensioner Richard Maddox, 67, passed away August 18. A native of Fort Meade, Fla., he joined the Seafarers in

1965 in the port of Tampa, Fla. Brother Maddox sailed in the deck department. He retired in August 1990.

EMIL NORDSTROM



Pensioner Emil Nordstrom, 75, passed away September 11. A native of Finland, he joined the

SIU in 1941 in the port of New York. Brother Nordstrom sailed in the engine department. He began

receiving his pension in November 1979.

MICHAEL MASEK

Pensioner Michael Masek, 68, died August 31. He was born in Perth Amboy, N.J. and in 1945 joined the SIU in the port of New York. Brother Masek sailed in the deck department. He upgraded at the Lundeberg School in 1985. Brother Masek served in the U.S. Navy from 1941 to 1942. He retired in April 1992.

ANTHONY NOTTAGE

Pensioner Anthony Nottage, 74, died September 10. Born in Key West, Fla., he joined the Seafarers in 1943 in the port of New York. Brother Nottage sailed in the engine department. He retired in May 1972.

ANDRES PEREZ

Pensioner Andres Perez, 84, passed away August 9. He was born in Puerto Rico and in 1943 joined the SIU in the port of New York. Brother Perez sailed in the deck department. He began receiving his pension in January 1973.

FRANK POST

Pensioner Frank Post, 82, died September 9. A native of Ohio, he joined the Seafarers in 1947 in the port of New York. Brother Post sailed in the engine department. He retired in November 1980.

HAROLD POWERS

Pensioner Harold Powers, 68, passed away July 10. Born in Georgia, he joined the SIU in 1950 in the port of New York. Brother Powers sailed in the engine department. He began receiving his pension in November 1989.

LUIS RODRIGUEZ



Pensioner Luis Rodriguez, 87, died August 19. The native of Puerto Rico joined the Seafarers in

1945 in the port of New York. Brother Rodriguez sailed in the deck department. He retired in February 1970.

DONALD ROOD



Pensioner Donald Rood, 72, passed away September 8. He was born in Nebraska and in 1945 joined the

union in the port of New York. Brother Rood completed the bosun recertification course at the Lundeberg School in 1976. He began receiving his pension in April 1988.

ERICH SAAR

Pensioner Erich Saar, 74, died July 22. A native of Sweden, he joined the SIU in 1967 in the port of New York. Brother Saar sailed in the deck department. He retired in September 1989.

JOSEPH STUNTEBECK

Pensioner Joseph Stuntebeck, 91, passed away July 28. Born in Baltimore, he joined the Seafarers in 1947 in the port of New York. Brother Stuntebeck sailed in the en-

gine department. He retired in May 1969.

ROGER THRIFT



Roger Thrift, 36, died August 24. He was born in Jacksonville, Fla. and in 1978 graduated from the Lundeberg School. Brother Thrift

sailed in the deck department. He upgraded at the Lundeberg School in 1980.

HERMAN WERNETH



Pensioner Herman Werneth, 76, died August 7. A native of Alabama, he joined the SIU in 1952 in the port of

Mobile, Ala. Brother Werneth sailed in the steward department. He served in the U.S. Army from 1941 to 1945. Brother Werneth retired in October 1979.

INLAND

ROMAN JANKOWIAK



Pensioner Roman Jankowiak, 63, died August 15. The Maryland native joined the union in

1957 in the port of Baltimore. Boatman Jankowiak sailed in the deck department. He served in the U.S.

Marine Corps from 1946 to 1948. Boatman Jankowiak began receiving his pension in April 1991.

JOHN SEGELSKY



Pensioner John Segelsky, 86, passed away August 27. He was born in Seattle and in 1963

joined the union in the port of Port Arthur, Texas. Boatman Segelsky sailed in the deck department. He began receiving his pension in April 1971.

JOSEPH WILLIAMS



Pensioner Joseph Williams, 74, died August 10. Born in Hopewell, Va., he joined the union in 1961

in the port of Norfolk, Va. Boatman Williams sailed in the deck department. He served in the U.S. Navy from 1945 to 1946. He retired in April 1980.

RAYMOND WILLIS



Pensioner Raymond Willis, 79, passed away August 1. The native of McComb, Miss. joined the union in

1956 in the port of New Orleans. Boatman Willis sailed in the deck department. He began receiving his pension in September 1978.

Two Seafarer Officials Die

Gasch Was Rep For MC&S Plans



Gilbert Gasch

Gilbert Gasch, retired Seafarers Welfare Plan representative, passed away September 10 in San Francisco due to a heart attack.

The 68-year-old Seafarer official also served as a plans representative for the Marine Cooks and Stewards (MC&S) prior to its 1978 merger with the SIU, Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD).

Brother Gasch worked closely with former SIU official Ed Turner in the organizing of the MC&S. He began sailing in 1943 and sailed to all combat zones during World War II.

Throughout most of his career at sea, Gasch sailed as chief steward with American President Lines, Matson Navigation and Pacific Far East Lines.

When Gasch began working for the MC&S in the 1960s, he earned a reputation for doing a thorough job in whatever task he undertook.

SIU officials and members remember Gasch as a sincere, dedicated and reliable person who always had the time to answer questions concerning the MC&S and Pacific Maritime Association welfare plans.

Gasch retired in 1988.

Michelet, Rank-and-Filer Who Served His Union



Alphonse Michelet

Alphonse "Frenchy" Michelet, a rank-and-file Seafarer who served for many years as a union official in a wide variety of assignments, passed away June 25. He was 81.

Brother Michelet joined the Seafarers in 1941 in the port of New York. He sailed in the steward and engine departments before coming ashore in the mid 1940s to work as an organizer.

In 1950, he moved to New York to help manage the union's headquarters building in Brooklyn. Michelet also continued working as an organizer before being elected as Savannah port agent in 1954.

After working in Savannah as a port agent, he oversaw the renovation of the SIU hall in New Orleans. Finally, Brother Michelet returned to sea during the 1960s and continued sailing until he retired to Metairie, La. in February 1971.

Brother Michelet contributed frequently to the *Seafarers LOG*. He wrote poetry, short stories and articles about his voyages.

Michelet is survived by his sister, May Duplaisir. Funeral arrangements and burial took place in Metairie.

The Cat at Sea

Adam Starchild is a freelance writer based in Florida. Besides this article about the shipboard cat, Starchild has written books on business and finance as well as a couple of cookbooks.

The feline was, it is said, domesticated in Egypt some time during the third millennium B.C. It was said to have been recognized for its ability to prevent graineries from becoming depleted by rodents. The cat also proved to be a symbol for lunar activities, as it has nocturnal habits. It is the association with the moon that has brought the cat into the realm of seafaring.

It was well known to the ancients that the moon was the controller of tides. The logical choice for a ship's talisman was then the figure of the feline. After some time, the practice of keeping live cats aboard vessels evolved. The Egyptians were not very avid sailors, but they developed close relations with other peoples who were. Via the Indian Ocean and Persian Gulf trade routes, the domestic cat was introduced to Asia. The practice of keeping cats aboard ships became widespread.



Strangely, the feline does not care for water and dampness, yet adapts well to ocean travel. The reason for this is its exceptional sense of equilibrium: felines do not become seasick. When allowed to go below deck in heavy weather, the cat makes itself at home. The feline was kept aboard ship as a general practice from ancient times until the early 20th century. The practicality of this situation lay in the feline's ability to destroy mice. When not properly dealt with, mice cause disease to be spread through a ship. Ships which did not employ a cat or cats ran the risk of plague. In the wake of plague, cats became a valued commodity in Europe.

Various bits of the lore of seamanship pertain to the cat. Felines have the ability to predict storms and squalls via their ability to sense changes in the barometric pressure. The



cat's behavior was watched very carefully, and when it began to seek shelter below deck, the seamen began to watch for changes in the weather.

Felines are very sensitive to weather patterns and will become agitated long before a storm manifests. Cats also are able to sense when a ship is about to reach land. Felines frequently become excited and begin to look in the direction of the land before there is any visual evidence at all. Felines were generally popular with seamen; however, strange cats which were not connected with their ship were sometimes thought to be disguised witches.

In Asia, and particularly in China, there was a large market for cats almost as soon as they were introduced by Middle Eastern and Indian merchant seamen. The Chinese quickly recognized the practical aspects of the feline: the destruction of rodents. Felines were first employed in the imperial storehouses as mouse catchers. Later, felines were introduced into the ordinary Chinese society. The Chinese merchant fleets and navy did not have cats aboard their vessels until the Tang Dynasty.

One of the first groups to employ cats in Asia were Buddhist monks who were able to discern the cat's capacity for meditation and patience. Felines were employed to guard monastic buildings.

Felines were introduced to Japan by travelling Buddhist monks about 900 A.D. From this introduction, the cat became very popular in Japan.



It would seem that the most popular breed of felines used aboard ships was the European shorthair which was originally a North African wildcat.

Aboard British vessels, particularly the Royal Navy, Manx cats were used. According to several authors, the Manx originated in Spain and landed on the Isle of Man when a Spanish galleon sank off the coast in 1588. Chinese and Japanese vessels carried Asian shorthair cats.



After World War I, governments began to restrict travel as well as the importation of animals. As a result of such government action, the custom of keeping felines aboard ships declined drastically. At present, only Asian vessels of small tonnage carry felines at all. Customs agents quarantine any animals found aboard commercial vessels, or demand expensive papers be bought. As the result of such government absurdity, all manner of toxins are used to keep rodents off merchant vessels. Most of this poison ends up in the bilge and is flushed into the sea.



The breed that adapts best to ocean travel is the Asian shorthair. These cats are essentially solid color Siamese. Their ability to climb and balance is remarkable. It is these traits which let them adapt very well to the pitch of the vessel at sea. Other properties that are of value are hunting skills and weather sensitivity. The hunting skills enable them to rid the vessel of rodents, unwanted sea birds, and

by Adam Starchild

in riverine areas, reptiles. The best felines for ocean travel are



kittens raised at sea. A second choice are felines from Thailand, Burma, Singapore or south India. Mariners who frequent northern waters tend to prefer the European shorthair, as it can better adjust to climatic changes.

In order to keep felines at sea, one must generally have a vessel over 40 feet in length in order for the cat to remain aboard and not "jump ship" when in port. A litter box must be placed at an accessible place below deck. A bed of some kind must be provided—ideally, a basket with a cushion affixed to the bulkhead. Felines will use almost anything upon which to sharpen their claws.

One of the best methods of feeding the cat while at sea is to catch fish for it. Lines can easily be towed, and fish caught, especially in tropical waters. Other than fishing, one can carry smoked meat aboard for the cat. When preparing fish for one's cat, one should remove the bones from the fish carcass. Felines have problems with fish bones, causing choking, etc.



Felines are generally very adept at moving about on a pitching vessel. If one leaves a hatch open at all times, the cats will go below deck at the first sensation of heavy weather. Some seamen have been known to sew large pockets on the front of their weather kits in order to shelter their cats in sudden squalls. This is a particularly good idea if one voyages in tropical areas.

There are some countries wherein the cat is not welcome, or where bureaucratic problems are large for a vessel with cats aboard. All countries demand that cats have a medical certificate signed by more than one veterinary practitioner. These work very well, especially if one keeps them current by having one's cat examined at each port often. Such certificates constitute the cat's "passport." At times these papers can save the cat from quarantine by port or customs bureaucrats.

Ocean-raised cats adapt very well to both sea and land conditions. They become wary and very adept at avoiding danger. When under way, the cats enjoy sitting on the forecabin roof, apparently in order to watch the horizon.



ITB New York Hoopsters Win West Indies Tourney

The second annual West Indies shootout was won this year by members of the ITB New York's basketball team.

The "Fab Five" beat a tough St. Croix team, St. Johns and Puerto Rico to capture their second title.

Sponsored by the Pepsi Cola Company, the shootout is an open tournament to all interested teams in the West Indies. After the championship game, team members were asked what they were going to do next. They replied, "We're going to Disneyworld!"



Above, members of the ITB New York's winning basketball team, with trophies in hand, are, from left, Bosun Sonny "Larry Bird" Pinkham, Donnie "Skywalker" Caffey, Rich "Buckwheat" Astles and Craig "Hatchetman" Johnson. Missing from the photo is Mike "Jordan" Fogarty.

Right, explaining the importance of a good defensive stance is Mr. Sweet "D" Luis Malave, also known as director of the Seafarers developmental basketball league. Mr. Sweet brings years of experience from the Puerto Rican pro league.



Only One Month Left To Put Holiday Greetings In the Seafarers LOG

Here is a chance to let your family, friends and shipmates hear from you this holiday season. In 25 words or less (and in your neatest printing), write your 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 by November 13.

All Seafarers—active and retired—as well as their family members may take advantage of this opportunity to send their holiday greetings.

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 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.

PLEASE PRINT OR TYPE

To: _____

From: _____

Holiday 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.

Lundeberg School Graduating Classes



Trainee Lifeboat Class 502—Graduating from trainee lifeboat class 502 are (from left, kneeling) Kenneth Boone, B.J. Elder, Jeff Mott, Maurice Sanders, Sandra Deeter-McBride, Raymond Alfaro, Robert Shamburger, Ben Cusic (instructor), (standing) Joe Travers, David De Loach, Chris Miller, Daniel Wehr, Brian Steed, Isreal Rivera, Erskin Wright, Donne Donovan, Brian Bamer, Christopher Cobb, Brandon Shannon, James Porter, Dwight Bell, Joe Gustafson, Robert Durfor Jr. and Patrick H. Leming Jr.



Upgraders Lifeboat—Members of the August 25 graduating class receiving their lifeboat endorsements are (from left, kneeling) Ben Cusic (instructor), Milton Greene Jr., Michele Ann Hopper, Brantley Twiford, (second row) Louins Johnson, Pascasio "Paco" Rivera, Leoncio Castro and Gregory Derry.



Able Bodied Seaman—Completing the course of instruction leading to endorsement as Able Seaman are (from left, kneeling) Jake Karaczynski (instructor), Nasir Isa, Janel Baird, Michael Mitchell, John Desmond, Mark Holmes, Keith Williams, (second row) Robert Triano, Michael Noodt, Bill Hahn, Michael Penkowitz, Mahmood Takir, James Lopez, David Gardner, (third row) James World, Aleksander Turko, Todd McClane, Paul La Borde, Greg Alstrom, Ron Sagadraca and Tim Fogg.



Diesel Engine Technology—Successfully completing the diesel engine technology class on August 25 are (from left, seated) Shane Blechle, Rush Ingram, Dan Fowers, Paul Barbadillo, (second row) J.C. Wiegman (instructor), Marcos Hill, John Wong, Harry Kinsman and Steven Melendez.



Upgraders Lifeboat—Receiving their lifeboat endorsement are (from left, kneeling) Larry Johnson, Raymond Alfaro, Michael Mitchell, Mark Holmes, (second row) Jake Karaczynski (instructor), Gary Leathers, William Dove, Wendell Price Jr., Brad Eckmeder, Arthur Johnson, El-Sayed Mohamed, (third row) Byron Coleman, Kelly McDonald and Ronnie Lambert. This class graduated on September 4 after taking the Coast Guard lifeboat test.



Sealift - Forklift Class—Mastering the course of instruction in sealift operations and maintenance are (from left, front) Al Green, Jim Currie (instructor) Anthony J. Douglas, Fred Lau, James T. McCarthy, (back row) Lawrence W. Neslein and Warren Barroner.



Third Mate—Graduating from the third mate course on August 7 are (from left, seated) Leon O. Johnson, E.R. "Thumper" Johnston, Jose A. Marrero, Mel Santos, (second row) Woodrow Shelton, Craig Pare, Ron Raykowski (instructor) and Zane Mustion.



Celestial Navigation—Completing the three-week celestial navigation course are (from left, kneeling) John Robbins, Randy Peterson, Robert Artioli, (second row) Greg Cartwright, Joe Braun, Ray Banks, (third row) Homer V. Roberson III, Greg Webb and Jim Brown (instructor).

LUNDEBERG SCHOOL 1992-93 UPGRADING COURSE SCHEDULE

The following is the current course schedule for classes beginning between November 1992 and March 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	December 18
	February 1	March 12
	March 29	May 7
<i>All students must take the Oil Spill Prevention and Containment class prior to the Sealift Operations and Maintenance course.</i>		
Ship Handling	November 2 February 15	November 13 February 26
Radar Observer Unlimited	November 16 January 11 March 1	November 20 January 15 March 5
Celestial Navigation	January 18 March 15	February 12 April 9
Third Mate	January 4	April 16

Safety Specialty Courses

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

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	March 29	May 3
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	January 4	February 12
<i>All students must take the Oil Spill Prevention and Containment class.</i>		
Pumproom Maint. & Operations	January 4	February 12
Marine Electrical Maintenance	January 18	March 12
Refrigeration Maint. & Operations	March 29	May 7
Marine Electronics—Technician I	February 1	March 12
Marine Electronics—Technician II	November 9 March 15	December 18 April 23
Basic Electronics	January 4	January 29
Hydraulics	November 23	December 18
Welding	January 4	January 29
	February 15	March 12
Diesel Engine Technology	March 1	March 26

1992-93 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 1993

Session	Start Date	End Date
FULL 8-week sessions	January 4	February 26

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

- | | | | |
|---|---|---|--|
| <p>DECK</p> <input type="checkbox"/> AB/Sealift
<input type="checkbox"/> 1st Class Pilot
<input type="checkbox"/> Third Mate
<input type="checkbox"/> Radar Observer Unlimited
<input type="checkbox"/> Master Inspected Towing Vessel
<input type="checkbox"/> Towboat Operator Inland
<input type="checkbox"/> Celestial Navigation
<input type="checkbox"/> Simulator Course | <p>ENGINE</p> <input type="checkbox"/> FOWT
<input type="checkbox"/> QMED—Any Rating
<input type="checkbox"/> Variable Speed DC Drive Systems (Marine Electronics) | <p>STEWARD</p> <input type="checkbox"/> Assistant Cook Utility
<input type="checkbox"/> Cook and Baker
<input type="checkbox"/> Chief Cook
<input type="checkbox"/> Chief Steward
<input type="checkbox"/> Towboat Inland Cook | <p>ALL DEPARTMENTS</p> <input type="checkbox"/> Welding
<input type="checkbox"/> Lifeboatman (must be taken with another course)
<input type="checkbox"/> Oil Spill Prevention & Containment
<input type="checkbox"/> Basic/Advanced Fire Fighting |
|---|---|---|--|

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.



It's an important election
If you are at home or at Sea...
VOTE!!!

Nation Goes to Polls on Tuesday, November 3 Seafarers Who Will Be at Sea Can Vote by Absentee Ballot

The November 3 general election provides the nation's citizenry with an opportunity to select the next president of the United States, 35 U.S. senators, 435 congressmen in the House of Representatives and thousands of office-holders on a state, city or county level.

Across the country, polls will be open on Tuesday, November 3. Most states require that a voter be registered to vote. Often the cut-off date for registration is in early October. Some states allow registration at the polls, others extend the registration period until mid or late October.

If a Seafarer or a Seafarer's family member has not registered to vote and desires to do so, he or she can contact the number listed in the chart accompanying this article to determine if there remains time to register in the state where he or she resides.

Voting Absentee

Seafarers who will be at sea or away from home on November 3 can vote by absentee ballot. Each local board of elections has a procedure for absentee voting. In the chart on this page is a quick sketch of each state's procedures for voting by absentee ballot. Note that there are, in many cases, deadlines for requesting the absentee ballot. Additionally, in every state, the absentee ballot must be received by a certain date and time.

In general, Seafarers' applications should include the following: name, home address, address to which the ballot should be mailed, Social Security number, daytime phone number, reason for request and signature. The ballot should be notarized or witnessed by a third party. Local phone numbers and addresses may be obtained by calling the state information number, or call the local elections board for exact requirements.

If at Sea

The Department of Defense coordinates a Federal Voting Assistance Program for members of the armed forces and merchant marines. Federal Write-In Absentee Ballots are available for the November 3 general election. These forms can be obtained from the voting officers at U.S. embassies and consulates and from the voting officers at U.S. military bases or posts. The forms have also been sent to all U.S.-flag ships.

It is important to note that the Federal Write-In Absentee Ballot will only be recognized by a local election official if the person casting the ballot has made a request of the state for an absentee ballot. Such a request can be made on another Federal Voting Assistance Program form.

The Federal Write-In Ballot is only valid if submitted from outside the United States. APO/FPO addresses are valid.

State by State Absentee Ballot Information

State	Voting Information Telephone Number	Polling Hours	Where to Request ballot (via phone, letter, or visit) Contact:	Absentee Ballot Request Deadline	Absentee Ballot Return Deadline
Alabama	(205) 242-7210	Varies	Circuit Court	Mail and in person: Oct. 29	Mail: Close of polls in person: Noon, Nov. 3
Alaska	(907) 465-4611	7am-8pm	State Division of Elections	Mail: Oct. 30; In person: Nov. 3	Mail and in person: 8pm, Nov. 3
Arizona	(602) 542-8883	6am-7pm	Local or Town Clerk	Mail and in person: Oct. 29	Mail and in person: 7pm, Nov. 3
Arkansas	(501) 682-1010	7 or 8am-7:30pm	County Clerk	Mail and in person: 5pm, Oct. 27	Mail and in person: 7:30pm, Nov. 3
California	(916) 445-0820	7am-8pm	County Clerk	Mail and in person: Oct. 27	Mail and in person: 8pm, Nov. 3
Colorado	(303) 894-2680	7am-7pm	County Clerk	Mail and in person: Oct. 30	Mail and in person: 7pm, Nov. 3
Connecticut	(203) 586-3108	6am-6pm	Local Clerk's Office	Mail and in person: Nov. 2	Mail: 8pm, Nov. 3; In person: Nov. 2
Delaware	(302) 739-4277	7am-8pm	County Department of Elections	Mail and in person: Noon, Nov. 2	Mail and in person: Noon, Nov. 2
D.C.	(202) 727-2534	7am-8pm	Board of Elections	Mail: Oct. 27; In person: Nov. 2	Mail: 8pm, Nov. 3; In person: Nov. 2
Florida	(904) 488-7890	7am-7pm	Local County or Town Clerk	Mail and in person: Nov. 2	Mail and in person: 7pm, Nov. 3
Georgia	(404) 858-2871	7am-7pm	County Board of Registrars	Mail: Oct. 28; In person: Nov. 2	Mail: 7pm, Nov. 3; In person: Nov. 2
Hawaii	(808) 453-8883	7am-6pm	Local County or Town Clerk	Mail: Oct. 27 In person: 5pm, Nov. 2	Mail and in person: 6pm, Nov. 3
Idaho	(208) 334-2852	7 or 8am-8pm	Local County or Town Clerk	Mail and in person: 5pm, Nov. 2	Mail and in person: 8pm, Nov. 3
Illinois	(217) 782-4141	6am-7pm	County Clerk or Board of Elec.	Mail: Oct. 29; In person: Nov. 2	Mail: 7pm, Nov. 3; In person: Nov. 2
Indiana	(317) 232-3939	6am-7pm	Clerk of the Circuit Court	Mail: Oct. 29 In person: Noon, Nov. 2	Mail: 7pm, Nov. 3 In person: Noon, Nov. 2
Iowa	(515) 281-5885	7am-9pm	County Commissioner	Mail: Oct. 29 In person: Nov. 2	Mail: postmarked by Nov. 2, rec'd by Nov. 9; In person: 9pm, Nov. 3
Kansas	(913) 296-2236	7am-7pm	County Elections Officials	Mail: Oct. 30 In person: Noon, Nov. 2	Mail: 7pm, Nov. 3 In person: Noon, Nov. 2
Kentucky	(502) 584-7100	6am-6pm	County Clerk	Mail: Oct. 27 In person: Nov. 2	Mail: 6pm, Nov. 3 In person: Noon, Nov. 2
Louisiana	(504) 389-3940	6am-8pm	Parish Registrar	Mail: Oct. 29 In person: begins Oct. 22	Mail: Nov. 2 In person: Nov. 2
Maine	(207) 289-4189	6-10am-9pm	Municipal Clerk	Mail and in person: Nov. 2	Mail and in person: 8pm, Oct. 27
Maryland	(301) 974-3711	7am-8pm	Board of Supervisors of Elect.	Mail and in person: Oct. 27	Mail and in person: 5pm, Nov. 3
Massachusetts	(617) 727-2828	7am-8pm	Local Elections Officials	Mail and in person: Noon, Nov. 2	Mail, in person: 8pm, Nov. 3 Overseas: postmarked Nov. 3
Michigan	(517) 373-2540	7am-8pm	Local County or Town Clerk	Mail: Oct. 31 In person: Noon, Nov. 2	Mail and in person: 8pm, Nov. 3
Minnesota	(612) 296-2805	7am-8pm	County Auditor or City Clerk	Mail and in person: 4pm, Nov. 2	Mail: 8pm, Nov. 3; In person: Nov. 2
Mississippi	(601) 359-1350	7am-7pm	Local County or Town Clerk	Mail: Nov. 2 In person: begins Oct. 19	Mail: 5pm, Nov. 3 In person: Noon, Oct. 31
Missouri	(314) 751-3295	6am-7pm	County Clerk	Mail: Oct. 25; In person: Nov. 2	Mail and in person: 8pm, Nov. 3
Montana	(406) 444-4732	7am-8pm	County Clerk	Mail and in person: Noon, Nov. 2	Mail and in person: 8pm, Nov. 3
Nebraska	(402) 471-2554	8-8 central 7-7 mountain	Local County or Town Clerk	Mail: 4pm, Oct. 30 In person: 1pm, Nov. 2	Mail: postmarked Nov. 2, rec'd Nov. 5 In person: Noon, Nov. 3
Nevada	(702) 687-3176	7am-7pm	County Clerk	Mail and in person: Oct. 27	Mail and in person: 7pm, Nov. 3
N. Hampshire	(603) 271-3242	6-10am-7pm	Local Elections Officials	Mail and in person: 5pm, Nov. 2	Mail and in person: 5pm, Nov. 2 Overseas Mail: 5pm, Nov. 3
New Jersey	(808) 292-3790	7am-8pm	County Clerk	Mail: Oct. 27 In person: 1pm, Nov. 2	Mail and in person: 8pm, Nov. 3
New Mexico	(505) 827-3600	7am-7pm	County Clerk	Mail and in person: Oct. 30	Mail and in person: 7pm, Nov. 3
New York	(518) 474-6220	6am-9pm	County Elections Officials	Mail: Oct. 27 In person: Nov. 2	Mail and in person: postmarked by or turned in Nov. 2
N. Carolina	(919) 733-2186	6:30am-7:30pm	County Auditor	Mail: Oct. 27; In person: Oct. 30	Mail and in person: 5pm, Nov. 2
North Dakota	(701) 224-2904	7am-9am-7pm-9pm	County Elections Board	Mail and in person: Oct. 27	Mail and in person: 8pm, Nov. 3
Ohio	(614) 466-2585	6:30am-7:30pm	County Board of Elections	Mail: Oct. 31; In person: Oct. 31	Mail and in person: 7:30, Nov. 3
Oklahoma	(405) 521-2391	7am-7pm	County Elections Board	Mail: Oct. 28 In person: Begins Oct. 29	Mail: 7:30pm, Nov. 3 (overseas postmarked Nov. 3); In person: Nov. 3
Oregon	(503) 378-4144	7am-8pm	County Clerk	Mail: Oct. 28; In person: Nov. 3	Mail and in person: 8pm, Nov. 3
Pennsylvania	(717) 787-5280	7am-8pm	County Elections Board	Mail and in person: Oct. 27	Mail and in person: 5pm, Oct. 30
Rhode Island	(401) 277-2340	7am-9pm	Local Elections Officials	Mail and in person: Oct. 13	Mail and in person: 8pm, Nov. 3
S. Carolina	(803) 734-9060	7am-7pm	Local County or Town Clerk	Mail and in person: 5pm, Oct. 29	Mail and in person: 7pm, Nov. 3
South Dakota	(605) 773-3537	8-8 central; 7-7 mtn	County Auditor	Mail and in person: 3pm, Nov. 3	Mail and in person: Close of Polls
Tennessee	(615) 741-7956	varies by county	County Elect. Commission	Mail: Oct. 27 In person: begins Oct. 14	Mail: Close of Polls In person: Oct. 29
Texas	(512) 463-5701	7am-7pm	County Clerk	Mail: Oct. 27 In person: begins Oct. 14	Mail: 7pm, Nov. 2 In person: Oct. 30
Utah	(801) 538-1040	7am-8pm	County Clerk	Mail: Oct. 30 (overseas Oct. 14) In person: Nov. 2	Mail: postmarked Nov. 2 In person: 8pm, Nov. 3
Vermont	(802) 828-2464	6-10am-7pm	Town Clerk	Mail and in person: Noon, Nov. 2	Mail and in person: 7pm, Nov. 3
Virginia	(804) 786-8551	6am-7pm	General Registrar	Mail: Oct. 29; In person: Oct. 30	Mail and in person: 7pm, Nov. 3
Washington	(206) 753-7121	7am-8pm	County Auditor	Mail: Oct. 27 In person: Nov. 2	Mail: postmarked Nov. 3 In person: 8pm, Nov. 3
West Virginia	(304) 345-4000	6:30am-7:30pm	Clerk of the Circuit Court	Mail: Oct. 29 In person: begins Oct. 19	Mail: Oct. 30 In person: Oct. 31
Wisconsin	(608) 266-9005	7-9am-8pm	Municipal Clerk	Mail: Oct. 30 In person: 5pm, Nov. 2	Mail and in person: 8pm, Nov. 3
Wyoming	(307) 777-7188	7am-7pm	County Clerk	Mail and in person: Nov. 2	Mail and in person: 7pm, Nov. 3

*This chart lists statutory deadlines. In order to have ballot counted, one requesting an absentee ballot should allow himself or herself plenty of lead time.
Note: The information provided in this chart is subject to change. The final authority is always the local election official.