

# SEAFARERS LOG

Volume 54, Number 6

June 1992

## 3 Seafarers, 4 SIU Children Awarded 1992 Scholarships

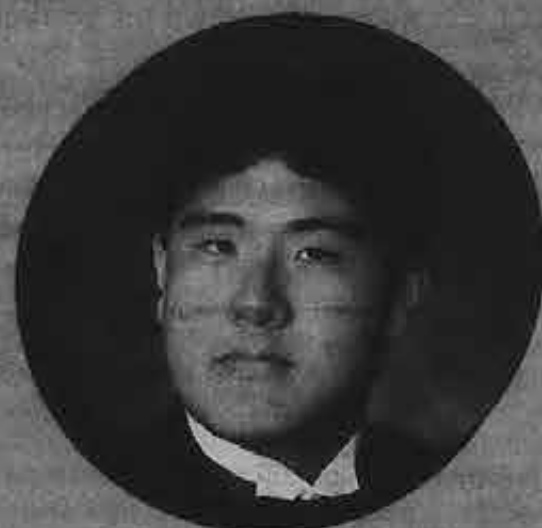


Reginald R. Cuffee  
Able Bodied Seaman



Gregory M. Hill  
Able Bodied Seaman

### Seafarers



Byron O. Blanco  
Son of Recertified Steward Cesar Blanco



William H. Collins Jr.  
Chief Steward

### Dependents



Monica L. Miles  
Daughter of FOWT Wilbert J. Miles Jr.



Pamela E. Gontha  
Daughter of AB Edward J. Gontha



Eugenio Diego III  
Son of Chief Cook Eugenio Diego

A panel of educators named three Seafarers and four children winners of the 1992 SIU scholarships, which enable the recipients to pursue an unrestricted course of study.

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## House Panel OK's Bill To Repeal Seaman Tax

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## Gulf Sealift Ends, Moved 15M Tons

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### The Oil Pollution Act of 1990 Has Far-Reaching Consequences For Merchant Seamen

As the U.S. Coast Guard begins to issue rules to put into full force and effect the many provisions of the Oil Pollution Act of 1990, American seamen will face a host of changes in procedures for obtaining licenses and documents, as well as new shipboard equipment and practices.

■ Z-cards must be renewed every five years, and the documents will not be issued until the applicant's record with the National Driver Register is reviewed.

■ Seamen on U.S.-flag tankers cannot work more than 15 hours in a 24-hour period or more than 36 hours in a 72-hour period, except in an emergency drill.

■ The two next most senior officers can temporarily relieve a vessel master if they believe he is incapable of command due to use of drugs or alcohol.

■ A traffic violation stemming from a fatal accident or reckless driving or racing may cause a seaman to have his license or document suspended.

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## President's Report

### U.S. Cruise Ships: Good for America

A U.S.-flag cruise ship industry is ready to take off. In the past two decades, foreign-flag operators have had this market to themselves. But recently, the nation's policy makers have begun to take steps to bring about a U.S.-flag passenger fleet, of which one initiative was allowing American cruise ships to offer shipboard gaming activities. The possible revival of a U.S.-flag passenger fleet is good news for America. It is good news for the nation's economy and treasury, good news for state governments, good news for American workers and good news for hundreds of American coastal communities. It is also good news for America's defense and security interests.



**Michael Sacco** Taxes paid to the federal treasury by the construction, repair, maintenance and operation of profitable cruise ship companies could bring the nation's badly depleted coffers tens of millions of dollars. Right now, with the bulk of cruise ship operations run by so-called foreign corporations—although the great majority of their customers are Americans and most operate from U.S. ports—the U.S. treasury is short-changed millions of dollars of tax revenue. Imagine the benefit to the national treasury if the lucrative cruise market had a host of American companies operating U.S.-flag ships, employing thousands of American workers and paying U.S. taxes.

State governments also have much to gain from a U.S.-flag cruise industry. Cruise ship profits—from trip sales to gambling revenues—could provide badly-needed cash infusions to state and local governments. There is every reason to believe that cruise ships, which generate billions of dollars of revenue every year, would, if they were American companies, contribute substantial sums to state and local treasuries.

From a national defense point of view, cruise ships are militarily useful. During the Falklands War in 1982, the British used three cruise ships. The vessels transported troops and military vehicles. One ship was used as a hospital. One served as a giant chow hall, feeding some 212,000 meals to British troops during combat. Cruise ships build the nation's pool of trained professional seamen, provide troop lift, housing, medical facilities, helicopter operations and potable water production and storage.

Since Congress and the president have taken an important first step by enacting a law that allows U.S.-flag passenger ships to offer shipboard gaming, thereby bringing the American operator to a more level playing field with foreign competition, there has been a great deal of interest raised in investing in U.S.-flag cruise ships. However, there is more to do. American shipyards stand ready and able to build a fleet of passenger ships comparable and better than the foreign-built ones plying the seas today. But with the heavy government subsidies handed over to European and Japanese yards, American shipbuilders are handicapped severely. This problem is not unsolvable, and the nation's elected officials, once they have a mind to, can level this playing field as well.

Clearly, with a little leadership and some positive thinking, the American cruise industry can take off. The last thing that is needed now is a step backward, and that is exactly what some runaway flag groups and their patsies are trying to do through an attempt to allow foreign cruise ships to operate between U.S. cities. These types hope to get rid of the Passenger Services Act of 1886, which reserves the coastwise transport of passengers to U.S.-flag and U.S.-built ships.

The runaway operators are seeking support for their end-around of U.S. shipping from American ports and travel agents and tourism types, promising that buckets of dough will be generated for local communities.

Biting the runaway operators' bait is in effect giving up on a U.S.-flag cruise ship industry and all of the economic benefits it can bring. When an American-flag passenger fleet is imminently possible, with a little leadership from the nation's policy-makers, it does not make sense to scuttle a bonanza for America because a few companies operating runaway flag ships want to continually soak America and its citizens for profits without paying a penny of U.S. taxes or hiring American seafarers.

I can tell you one thing. The SIU will fight tooth and nail to make sure these runaway flag peddlers are shut down. We equally will work with great vigor to bring about a vibrant U.S.-flag passenger ship fleet, employing American seafarers, pumping taxes into the federal and state treasuries and generating revenues for hundreds of American communities.

## White House Maritime Panel To Announce Findings in June

### USDA Works to Deep-Six Bush Program

The Bush administration's recently formed high-level maritime policy working group will reveal its recommendations for the U.S. fleet on June 17. On that day, the administration will present the findings of the working group, which is comprised of the heads of government departments, White House staff and military officials, to the Senate Commerce Committee.

While the administration appears to be pursuing the development of a positive American maritime policy, it has been learned that the U.S. Department of Agriculture (USDA) has been working to deep-six that initiative.

#### Undermines Effort

As the LOG was going to press, it received a copy of a May 28 memorandum being circulated by USDA. After examination of the document, the SIU and industry sources determined that the USDA clearly is attempting to further its private agenda, even if such an effort undermines the president's directive to establish a unified maritime policy.

The USDA, which doles out billions of taxpayer monies to giant agribusiness interests in the largest government subsidy to any sector of the economy, often has attempted to torpedo U.S. shipping. Despite the president's mandate, this case appears to be no different.

The working group, which in addition to USDA has representatives from the departments of State, Defense, Commerce, Labor, among others, had originally hoped to have the administration appear before the Senate panel on June 4 to forward its proposals. But recently the working group sought and obtained a two-week extension of its schedule.

The White House maritime policy working group has been assigned the task of reviewing the state of the American merchant marine and developing recommendations for government programs and practices directed at the U.S.-flag privately owned shipping sector.

The group, which is chaired by Secretary of Transportation Andrew H. Card, first will report its findings and suggestions to President George Bush's Policy Coordinating Group, formed in February by his chief of staff (and former secretary of transportation) Samuel K. Skinner, to develop the administration's domestic program.

While very few details of the maritime policy group's agenda have been made public, Secretary Card, in his comments at a National Maritime Memorial Day ceremony in Alexandria, Va. last month, said the review of U.S. shipping is a challenging assignment. He warned that not all expectations can be met, but vowed to work "very, very hard" toward strengthening the U.S.-flag merchant marine.

Industry and labor have welcomed the White House initiative. In fact, a key factor in the administration's interest in formulating a cohesive maritime policy appears to be the proclamation issued by two giant shipping companies—APL and Sea-Land—calling for immediate steps to save the U.S.-flag fleet.

SIU President Michael Sacco noted that the union welcomes "any movement toward the creation of a maritime program that is essential to this nation's interest in carrying out its role as the major world power."

The White House group's formation was announced in April and it has been reported that the panel met twice weekly during May. The maritime policy working group's charge is to: identify and evaluate policies that will allow the commercial U.S.-flag fleet engaged in foreign trade to compete, define the distinct roles of a commercial shipping sector and a sealift fleet which is oriented strictly to meeting the nation's defense requirements and assess the impact on the competitive position of the U.S. fleet caused by numerous government regulatory regimes that cover ocean shipping.

### Financial Committee Reviews Records



Rank-and-file SIU members inspect the union's financial records for 1991. Elected by the membership, members of the committee include (clockwise from bottom left) Recertified Bosun Peter Loik (Baltimore), Recertified Steward Curtis Phillips (Wilmington), Recertified Steward Dana Cunningham (Baltimore), Recertified Bosun Jamie Miller (Piney Point), QMED Kevin Conklin (Jacksonville), Recertified Steward Francis Ostendarp (Jacksonville) and QMED John Hoskins (Baltimore).

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



## 'Work Tax' Repeal Bill Clears House Panel

A bill to repeal the fees that have been attached to merchant mariner documents and licenses sailed through an early step in the legislative process last month.

The House Subcommittee on Coast Guard and Navigation on May 6, during a mark-up session in which bills are reviewed to determine if they should be moved forward, unanimously supported legislation strongly endorsed by the SIU that will prohibit the United States Coast Guard from collecting monies from seamen and boatmen for their licenses, certificates of registry and documents, which also are known as z-cards.

As a result of the panel's recommendation, the repeal bill moves out of the subcommittee and on to the next step—the full committee, which in this

case is the House Merchant Marine and Fisheries Committee.

The procedure of charging mariners for Coast Guard-issued credentials, which has been labeled a "work tax" by the SIU, was instituted by Congress and the administration when the Omnibus Budget Reconciliation Act of 1990 was passed and signed into law by the president.

### Coast Guard's Proposal

That year, in an attempt to raise funds for the nation's deficit-ridden treasury, the Congress attached so-called user fees to various Coast Guard practices, under the theory that the beneficiaries of the agency's programs should pay for services rendered. After the legislation was enacted, the Coast Guard was mandated to develop the regula-

tions setting the level of fees and collection procedures.

The Coast Guard's proposed user fees on documents and licenses, which first appeared in the *Federal Register* last summer, establish charges that range from \$135 for an AB or QMED endorsed document to \$330 for an upper level license. The agency's proposal left the fees open-ended, stating that they would be reviewed and adjusted annually.

The SIU has argued, in comments submitted to the Coast Guard and in testimony presented to Congress, that the beneficiaries of licensed and documented seamen are all users of waterways in general and all who live in communities along coastal and inland waters. The union has charged that the work tax scheme is unfair, placing a burden on seamen that is not replicated among any other group of workers.

Congressman W.J. "Billy" Tauzin (D-La.), who chairs the Subcommittee on Coast Guard and Navigation, noted this fact in remarks before the panel during consideration of the work tax repeal bill last month.

"Rail workers don't pay federal licensing fees. Commercial airline pilots do not pay federal licensing fees. What is more, staff has been unable to identify a single occupation that is responsible for paying a federal tax equivalent to the employment tax that merchant mariners will have to pay as required by the Omnibus Budget Reconciliation Act of 1990," Tauzin said.

### Offsetting Revenues

Before recommending the work tax repeal bill, known as H.R. 4693, the House subcommittee members present accepted an amendment to clarify language in the legislation to ensure that fees cannot be collected by the Coast Guard for any process involved in the issuing of a mariner license, document or certificate of registry.

The original bill prohibits the collection of a fee for the issuance of merchant mariner documents, licenses and certificates of registry. The amendment prohibits the assessment of a fee for any procedures a seaman or boatman goes through to get his or her Coast Guard credential—including application, evaluation, testing, issuance, or any other aspect of the documentation and licensing process.

The subcommittee chairman said the clarifying amendment was necessary in order to ensure that no one can "get around our prohibition by the simple use of the English language."

Because the Congress and the Coast Guard initially intended to raise some \$6 million annually

*Continued on page 14*

## Seven SIU Scholarships Awarded

Three Seafarers and four children of SIU members were granted scholarships by a panel of educators who met last month to review the qualifications of each of the applicants for the 1992 awards.

The Seafarers scholarship program, which was established 40 years ago, awarded a \$15,000 scholarship to be used toward a four-year degree to AB Reginald R. Cuffee, 27, who began his sea-going career through the Lundberg School entry rating program in 1988. The twenty-seven year old Seafarer, who primarily sails on LNG vessels, will major in electrical engineering.

Chief Steward William H. Collins Jr., 38, won a \$6,000



The selection committee chose seven scholarship recipients who will receive a combined total of \$87,000 in grants to pursue their academic degrees. Participating in the review process are (from left) Dr. Michael Glaser, Dr. Keith Schlender, Dr. Henry Toutain and Dr. Charles D. O'Connell Jr.

of four years. The SIU's scholarship program is recognized throughout the academic community as one of the largest unrestricted grants awarded to sons and daughters of union members. Scholarship winners can pursue four years of study at any college or university in the United States or its territories in whatever field they choose to follow.

The panel of professional educators, which was appointed by the Board of Trustees of the Seafarers Welfare Plan, that selected this year's scholarship winners was comprised of the following scholars and academicians: Father David Albert Boileau, Loyola University; Dr. Trevor Carpenter, Charles County (Md.) Community College; Dr. Michael Glaser, St. Mary's College of Maryland, and Dr. Keith Schlender, the Medical College of Ohio.

Also on the scholarship selection committee were Dr. Charles Lyons Jr. of the American Association of Colleges and Universities, Dr. Charles D. O'Connell Jr. of the University of Chicago, Dr. Gayle A. Olson of

the University of New Orleans and Dr. Henry Toutain of Gustavus Adolphus College in Minnesota.

Applicants for the scholarships were judged by the educators, who met for two days, on the basis of scholastic ability, character, high school grades, college boards or American college test scores, letters of recommendation and participation in extracurricular activities.

With the seven 1992 scholarship winners, the total number of Seafarers scholarship awardees is 217.

## Alert Deckhand Rescues Boatman

Thirty-five feet above the waterline on an empty barge in Tampa Bay (Fla.), Seafarer Richard Tanner heard what sounded like a person splashing near the craft around 10:30 p.m. April 16.

"It was very dark so I climbed down the pigeon holes (openings on the side of a barge for foot and hand holds) and saw this guy swimming," Tanner related to Port Representative Steve Judd who spoke with the crew of the SIU-contracted vessel when it recently docked in Davant, La. "I climbed up, secured some lines and climbed back down to get him. The man was badly burned, but he helped himself up to the top of the barge," the deckhand added.

Tanner, a 19-year veteran of the SIU, signaled with his flashlight to his crewmates on the tug Ocean Star that he had a survivor from the burning tugboat Beverly Anderson. The Ocean Star had separated from the barge—leaving Tanner aboard as a lookout—to help in the rescue of the burning vessel. All but one crewmember from the Beverly Anderson had been accounted for by the SIU.



Tanner with the line used in the rescue.

crewed Ocean Star, a Sheridan Transportation tug. However, the Anderson's survivors feared their engineer,

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**For biographical sketches of each scholarship winner, see page 10.**

scholarship that he intends to apply toward the two-year degree program of the Culinary Institute of America, based in Hyde Park, N.Y. Another two-year scholarship was given to Gregory M. Hill, who sails as an AB. Brother Hill, 37, intends to use his scholarship to secure a nursing certificate at Davis & Elkins College of Elkins, W.Va.

The four children of Seafarers who each won a \$15,000 scholarship are Byron Blanco, son of Recertified Steward Ceasar F. Blanco; Eugenio Diego III, son of Chief Cook Eugenio Diego II; Pamela Ellen Gontha, daughter of AB Edward J. Gontha and Monica L. Miles, daughter of FOWT Wilbert James Miles Jr.

The \$15,000 scholarship awards are paid over the course



A panel of professional educators selected the 1992 winners of the Seafarers scholarship program. Reviewing the applicants' records are (from left) Dr. Charles Lyons Jr., Dr. Gayle A. Olson, Dr. Trevor Carpenter and Father David A. Boileau.



## Two-Year Gulf Sealift Ends

Persian Gulf sealift operations, which at one point included 205 dry cargo ships and 22 tankers, ended in mid-April when the last vessel carrying U.S. military equipment was redeployed from Ad Dammam, Saudi Arabia, the Military Sealift Command announced recently.

That ended a process which began in August 1990, immediately after Iraq's invasion of Kuwait. Since then, more than 15 million tons of cargo and fuel were transported to and from the Middle East aboard U.S.-flag vessels including Ready Reserve Force (RRF) ships, Military Sealift Command (MSC) contracted vessels and privately owned commercial ships.

MSC, the Defense Department's manager for ocean transportation, said in a written statement that nearly 900 lifts moved more than 12 million short tons of dry cargo and fuel on government owned or contracted vessels during Operations Desert Shield, Desert Storm and Desert Sortie. Another three million short tons were transported on privately owned container and breakbulk ships.

### Efficient Sea Transport

All of the container loads needed by the military were carried on U.S.-flag vessels, with APL and Sea-Land transporting 81 percent of those boxes. In all, U.S. liner companies moved 38,519 containers to the theater.

More than 95 percent of the unit equipment, supplies and fuel needed to support U.S. forces in the Persian Gulf was transported on ships under the control of MSC, according to the statement. This included thousands of tanks, armored vehicles, helicopters, self-propelled Howitzers and other military equipment. U.S.-flag ships carried 80 percent of the total oceangoing cargo across 8,700 miles of sea in record time.

U.S.-flag ships, both privately owned and government owned, were keystones of transportation support during the rapid buildup of U.S. military forces in the Persian Gulf from August 1990 to January 1991, MSC said. Additionally, many continued their support during the 15 months following the cease fire, as U.S. forces redeployed to their home bases.

By October 1990, MSC was

directing 171 ships including 128 flying U.S. flags. Seafarers crewed most of the American ships there, which included 44 from the RRF, eight fast sealift ships, 24 prepositioning ships, two aviation logistics support ships, two hospital ships and several dry cargo ships and tankers chartered from private industry.

The second phase of surge shipping began in early November, and by mid-January MSC was operating its largest strategic sealift force ever.

Desert Sortie, the third phase of sealift, began in March 1991 and marked the start of redeployment efforts. When the cease fire was ordered, 44 ships were headed to the Middle East fully laden with sustainment cargo. Most of those turned around and headed to other ports. Unit cargo was redeployed out of Saudi ports to more than 40 ports around the world.

MSC described the total operations as "one of the most remarkable military transportation accomplishments in history. The success . . . demonstrated the nation's tremendous reliance on a highly responsive U.S.-flag fleet for logistics support in time of war."

### Desert Shield/Storm/Sortie Sealift Facts

- Ninety-five percent of all materiel supporting the military's operation in the Persian Gulf was transported by ship.
- Most of the military's equipment and stores came from the United States, requiring that it be transported to a location 8,700 miles away.
- With more than 430,000 U.S. troops in the Gulf, sealift deployments carried enough supplies for a population equal in size to that of Fort Worth, Texas or St. Louis, Mo.
- More than 15 million tons of cargo and fuel were shipped on U.S.-flag ships to and from the Middle East.
- In October 1990, the Military Sealift Command (MSC) was directing 171 ships including 128 U.S.-flag vessels. The number increased by January 1991 to a peak of 205 dry cargo ships and 22 tankers.
- Approximately 900 lifts were performed by crewmembers on government owned or contracted vessels. That accounted for movement of more than 12 million tons of dry cargo and fuel; another three million tons were transported on privately owned ships.
- On December 31, the U.S. had a "steel bridge" across the ocean with 132 ships en route to Saudi Arabia and 47 returning to the U.S. That is one ship every 50 miles from Savannah, Ga. to the Persian Gulf.

## Maritime Briefs

### Bentley Bill Would Give U.S.-Flag Ships Priority in Military Equipment Transport

Representative Helen Delich Bentley (R-Md.) has offered a bill giving U.S.-flag merchant vessels priority for ocean transportation of Defense Department cargoes.

The former head of the Federal Maritime Commission followed through on her comments made during a March congressional hearing on the Maritime Administration budget that she intended to limit the number of government-owned vessels transporting government cargoes in competition with the private sector.

The legislation is designed to set into law provisions of a 1954 agreement, known as the Wilson-Weeks Agreement, that set general guidelines for the use, transfer and allocation of merchant ships in peace and war. The bill also would limit the number of government-owned vessels that can be used in peacetime so that a sufficient supply of merchant mariners would be available to crew Ready Reserve Force vessels in a call-up like the conflict in the Middle East.

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### Vessels Built or Repaired with Gov't Subsidy To Be Barred from U.S. Ports under Gibbons' Bill

Legislation designed to close U.S. ports to vessels built or repaired with government subsidies faces a strong challenge in the Senate after it passed the House of Representatives 339-78 on May 13.

The bill, introduced by Representative Sam Gibbons (D-Fla.), was designed to save jobs at America's dwindling shipyards. The legislation would prevent any vessel which was built or repaired after the legislation is signed into law and whose construction was funded by government subsidies from entering a U.S. port until that subsidy is repaid.

The Senate is looking into amending the legislation to impose trade sanctions against countries that subsidize shipyards.

American shipyards stopped receiving subsidies in 1981. Since then, 40 shipyards have closed taking with them 120,000 jobs. With the expected cutback in Defense Department vessel construction, reports have estimated another 180,000 shipyard employees could be out of work by 1998.

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### Breakthrough in EC Stance on Agriculture Puts Maritime-Threatening GATT Talks on Track

The European Community late last month was hoping for a breakthrough in the Uruguay Round of GATT trade talks. The EC overhauled its massive agricultural price-support and export-subsidy system, potentially clearing the way for resumption of global trade talks which have been stalled for about two years.

Meanwhile, GATT chief Arthur Dunkel cautioned that the latest deadline to conclude the talks by the end of this year might not be met. "We are already dangerously close to missing the target of concluding the round by the end of this year, not to speak of the implementation date of January 1, 1993," he said.

Dunkel added that an understanding between the U.S. and EC on agriculture alone would not ensure the round's success.

With the possibility of a breakthrough, the SIU reiterated its positions that waterborne transportation services should be excluded from the GATT talks. Including U.S. shipping in GATT would endanger the national defense and put America at severe risk to foreign shipping interests, the SIU maintains.

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### 1990 Bilateral Ship Pact with USSR Becomes a U.S./Russia Agreement

In the aftermath of the dismantling of the Soviet Union into a commonwealth of independent states, Maritime Administrator Warren Leback and Russian Deputy Director of Marine Transport Alek Savin last month signed a new pact which updates the bilateral maritime agreement reached in 1990 between the U.S. and the U.S.S.R.

Russia is the only republic included in the "memorandum of consultation." The U.S. Department of Transportation and State Department have determined that new agreements are needed for each affected republic. An agreement with Ukraine will be negotiated next.

The latest Russian agreement fulfills an order from President Bush which allows former Soviet shipping lines to enter the U.S. ports of New London and Groton, Conn.; Kings Bay, Ga.; Port Hueneme, Calif.; Norfolk, Va.; Honolulu; Portsmouth, N.H., and the Florida harbors of Port St. Joe, Panama City and Port Canaveral.

In return, Russia agreed to open its restricted ports to American shipping once those harbors allow for foreign commercial transportation. That process started last year with the opening of Vladivostok.

## Remembering Those Who Went Before



Representing the SIU at the National Maritime Day memorial wreath-placing ceremony in Washington D.C. were Seafarers Richard Sadberry, Shawna Joyce, William Lardieri, Jeff Rothley, James Roth, John Batson, Daniel DeBuono, Ronnie Fleming, Sara Moore, Celina Butler, Deborah Textor, Jesse Natividad, John Miller, Noel Villanueva, Christopher Quall, Leo Yockey, Michael Jackson, Adrian Davis, Joseph Perry, Donald MacDonald and Dale Kirsch.



## Deacon Crew Braves High Seas in Rescue Operation

For the four Houston-area Seafarers who crew The Deacon, a G&H Towing tugboat, December 19 gave new meaning to the description "a dark and stormy night."

On that date—with waves crashing over the wheelhouse—Captain Bobby Sarvis, Chief Engineer Jimmy Payne and ABs Ray McGuire and Walter Blume braved gale-force winds and 17-foot seas to tow another tugboat and a 180-foot barge to safety. Because of the horrendous weather, the operation took nearly 20 hours before ending safely at daybreak at Westport Terminal in Galveston (Texas) Harbor, Sarvis estimated.

"The other tugboat (the Miss Bobby May) was running out of diesel," Sarvis said. "We couldn't just leave her there."

"Everything went safely and there was no damage to anyone or anything. But we had to take it dead slow. It was a hairy situation."

At one point the line from the Miss Bobby May to the barge parted, so The Deacon chased the larger craft and re-secured it. "Those people

were lucky," stated McGuire. "They could have sunk out there."

### 'Determination and Courage'

The ordeal started when the Miss Bobby May experienced fuel problems while towing the barge. The Deacon responded to a call for assistance.

"We were told we had to go about three miles [off the Galveston Sea Buoy], but it was more like 30," said Payne, a 20-year member of the SIU. "Jobs like that are optional if there's [substantial] danger, but we did it."

"These are good riding boats. It was rough, but I wasn't worried about sinking or anything."

"If we hadn't towed them, they would have been on the beach," explained Sarvis, also a 20-year Seafarer. "The other tug used a small line and we used a smaller line than usual because of the weather."

"Oh, man, it was miserable," said McGuire, who in retrospect managed to laugh about the challenging assignment. The AB who joined the SIU in 1977 said he "never experienced anything like that before



Members of The Deacon who braved gale-force winds and 17-foot seas to rescue another tugboat and a 180-foot barge are, from left, ABs Ray "Mugsy" McGuire and Walter Blume, Chief Engineer Jimmy "Indiana" Payne and Capt. Bobby Sarvis.

and I don't want another! But we finally got a line on him and got them in."

Sarvis, Payne, McGuire and Blume received thank-you letters from Roland Harrington, vice president of Suderman & Young Towing,

which owns The Deacon. "The men of The Deacon displayed determination, courage and devotion to duty that is a credit to your profession," the letter reads. "We commend you gentlemen and thank you for a job well done."

## Swift Aid to Overboard Shipmate Earns Rhodes an Award

Seafarer Daniel J. Rhodes recently was recognized by Sea-Land for his quick response to an emergency on board the Sea-Land Tacoma.

Brother Rhodes, who sails as a deck/engine utility, won praise after he helped save another mariner who had fallen overboard.

Tacoma Master Richard Brooks described the rescue in a letter to Bob Hall, SIU assistant vice president based in Seattle: "When (AB) Don McFarland fell over the side of the ship while rigging the gangway net on the dock in Kodiak, Alaska, Daniel was one of the first on the scene. When he saw that the ship's life ring tossed to Don was drifting away, he immediately ran to a life ring on the dock, tossed it to the man in the water and held on to the line until we rigged a ladder to the man and put someone down in the water to hook a harness on Don. Daniel Rhodes didn't have to be asked to do the right thing."

"We are very proud of seaman Rhodes," the letter continues. "He is a good worker and an excellent shipmate."

"That's the first time I've ever experienced anything like that," Rhodes told the Seafarers LOG. "It happened so fast, I guess you just act on instinct."



Daniel J. Rhodes receives the ship's Crewmember of the Month Award.

"Don wasn't panicked, but he was in shock because it was so cold."

Rhodes, 27, received the ship's Crewmember of the Month Award, along with a T-shirt and certificate. The certificate lists the criteria for winning the award: "the licensed or unlicensed crewmember of the ship who demonstrates the best qualities of job performance, including resourcefulness, initiative and motivation. This person has done his job, got along with his shipmates and lent a hand when needed—above and beyond what has been expected of every crewmember."

Born in Seattle, Brother Rhodes graduated from the Lundeberg School in July 1990. He also served for five years in the Marine Corps.

"I had read about the merchant marine when I was in the service," Rhodes said. "It sounded interesting. Then one day I met a merchant mariner at a bus stop. I asked him about the field, and he told me to go to the Seafarers Harry Lundeberg School of Seamanship."

"So I called (Lundeberg School Vice President) Ken Conklin, and a week and a half after I was out of the Marines, I was at the Lundeberg School."

Rhodes said he likes the travel and earning a fair wage as a Seafarer. Overall, he has been quite happy with his career choice. "I love it, and I want to move up to third engineer," he said.

## Seafarer's Son Saves Swimmer

Like his father and grandfather, 17-year-old Shannon Edward Mooney knows a thing or two about safety at sea.

Mooney proved that April 2 when he rescued a tired boogie boarder who was in danger of drowning about 500 feet offshore at Francis State (Calif.) Beach. Mooney carried 16-year-old Billy Kaufusi ashore, where Kaufusi was treated by paramedics for a mild case of hypothermia.

Mooney is the son of retired QMED Steven Mooney and retired SIU official Ed Mooney. Shannon, a junior in high school, used to be a lifeguard at China Beach in San Francisco. Currently he is a standout on his school's track team.

On the day of the rescue, Shannon and Kaufusi were among a large group of surfers and boogie boarders. (A boogie board looks like a miniature surfboard and is ridden lying rather than standing.) Kaufusi became cold and tired and realized he could not get back to shore on his own, so he paddled toward Mooney and asked for help.

Mooney later told a local newspaper that he instructed Kaufusi to remain calm and stay where he

was. Mooney then paddled to land, took off his wetsuit to afford him greater mobility and plunged back into the water wearing a pair of trunks.

Mooney, who is considering a career with the Seafarers, brought Kaufusi ashore without incident.



Shannon Mooney comes from seafaring family and knows about safety at sea.

## Mariners Honored for Rescue of Fishermen



OS Daniel Arnold (left) and Third Mate Greg Musk receive plaques from the Women's Propeller Club Port of New York during an April 9 ceremony for their roles in rescuing two fishermen whose boat caught fire and sank 50 miles off the North Carolina coast February 18, 1991. Arnold and Musk, who were sailing aboard the SS Buyer at that time, dove into the ocean to assist the two fishermen who had been drifting for more than six hours.



## Lundeberg School Prepares Seamen in Use Of Masks to Prevent Benzene Exposure



In the series of photos above, pumpman course student Leonardo Papa dons a mask which is designed to protect the seaman from benzene exposure. First, he prepares to put the mask on. Next, he puts the straps over his head. He then secures the side straps, chin straps and temple straps.



Upgrader John Beard subjects his mask to the positive pressure test (in top photo) and the negative pressure test (in bottom photo).

Proper use of anti-benzene exposure equipment that soon will be carried on many carriers transporting either the substance itself or products containing the substance is now a part of the curriculum offered by the Lundeberg School to Seafarers taking the tankerman, pumproom maintenance and operations, and oil spill prevention and containment courses.

Two days of the pumpman course are devoted to benzene safety procedures, explains Lundeberg School instructor Jim Shaffer. Seafarers learn of the various kinds of masks—including model numbers, sizes, manufacturers—that have been approved by the federal government's industrial safety-monitoring agencies.

The masks prevent seamen from being subjected to quantities of benzene that go over the level of exposure allowed by the Coast Guard regulation covering the dangerous chemical. Masks are one kind of protective gear that shipowners can utilize to ensure that seamen employed on their vessels are not exposed to the toxic chemical.

All companies employing merchant seamen who may be exposed to the chemical were required by the Coast Guard to have in place an exposure monitoring plan by April 15. This was one of the provisions mandated by the Coast Guard's hazardous material regulations regarding benzene exposure for merchant mariners which were issued in final form on January 15. These regulations cover a host of benzene-related matters—from exposure levels to shipboard training to testing for the substance in a seaman's blood, among other things.

As part of the January 15-issued regulations, the federal agency 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 over four times a day, is 5 ppm averaged over a 15-minute period. An hour wait must be taken by a seaman between such exposure periods.

### Course Covers Tests

Lundeberg School students learn to don the equipment properly and get accustomed to the fit. Additionally, the students conduct positive pressure tests and negative pressure tests once the mask is on to ensure against any openings in the protective gear. Once those tests are conducted, a final examination of the equipment is executed through the use of irritant smoke.

In a positive pressure test, the Seafarer holds the palm of his or her hand under the chin thereby blocking off the exhalation valve and causing pressure inside the mask to build. If no pressure builds, the student determines there is leakage and the equipment should not be relied on to prevent exposure.

Conversely, the negative pressure test requires the Seafarer to cover with the palms of his or her hands the canisters which serve as the mask's intake system. If the mask collapses, the Seafarer knows there is a leak; if pressure is maintained, the protective equipment is ready to wear.

The final equipment test utilizes a

tube of irritant smoke. A student, outfitted in a mask, stands in a plastic chamber. The capsule of irritant smoke is released in the chamber. If the student feels nothing, the mask is doing its job. Instructor Shaffer notes the irritant smoke test provides the most secure results. "There is no way around this one. If the mask has a leak you are going to feel the irritant smoke. It will make someone cough."



Instructor Jim Shaffer (left) emits the irritant smoke into a chamber where Seafarer Eric Sutton will check his mask for leaks.

## House Panel to Consider Bill To Close Rivers' Safety Loophole

A bill designed to make all individuals employed on towing vessels of more than five gross tons hold Coast Guard documents may clear the House Merchant Marine and Fisheries Committee by the end of the month.

Presently, the safety of an entire shipboard crew is jeopardized by a loophole in the law that allows a majority of crewmembers aboard inland water vessels to be exempt from holding Coast Guard merchant mariner documents.

Document holders must submit to drug testing, undergo a criminal investigation, allow for a check of the National Driver Register for evidence of alcohol abuse and take an oath to follow all applicable federal laws.

The SIU strongly supports the Merchant Mariner Document Expansion Bill (H.R. 4394), introduced by the committee chairman, Walter B. Jones (D-N.C.).

The legislation first must clear a mark-up session by the House Subcommittee on Coast Guard and Navigation. (A mark-up session prepares a bill for its next step in the legislative process.) That meeting could be held as early as mid-June. If approved, H.R. 4394 would go before the whole committee.

If passed there, the bill could be debated and voted on by the full House of Representatives before the summer recess in mid-July. H.R. 4394 then would go to the Senate for approval.

When the SIU testified before the subcommittee in March, Executive Vice President Joseph Sacco told the Congress there is a "lack of uniformity between the requirements that must be met by individuals employed on various vessels." The union also argued that implementation of the legislation would improve the lives and working conditions for crewmembers aboard tugs and towboats

The regulations allow employers to establish procedures between March 14 and mid-September by which all shipboard employees who can be exposed to benzene and benzene-carrying properties will undergo a blood test and pulmonary exam required by the agency. After mid-September, all crewmembers must have undergone this procedure.

Currently, the SIU, the Seafarers Welfare Plan and the union's contracted operators are refining a process by which all deep sea Seafarers will meet the testing requirements. Many SIU-contracted companies have programs in place.

as well as safety conditions for the communities and their residents living along the waterways.

As federal law now reads, crewmembers aboard tugs and tows on the inland waterways and on boats of less than 100 gross tons that sail the coastal waters are not required to have Coast Guard documents. Of these vessels, if they are more than 26 feet in length, the Coast Guard requires only the vessel operator to have a license.

Research recently conducted by the SIU demonstrated that inland water vessels are less safe than deep sea and Great Lakes ships, which carry fully documented crews. Using information from the Coast Guard database on casualties and marine accidents, the SIU learned that human error is a much larger factor in the total number of accidents involving tugs and towboats than in accidents involving ocean-going and Great Lakes vessels.

In fact, the data suggest that human factors are the primary cause of accidents involving tugs and tows, whereas on Great Lakes and deep sea ships, the human factor accounts for only one-third of all accidents.

The Coast Guard defines human factors as the following: bypass of available safety devices, inattention to duty, intoxication by alcohol or drugs, calculated risk, carelessness, lack of training, error in judgement, lack of knowledge, operator error, fatigue, stress, physical or psychological impairment, failure to comply with the rules of the road or regulations and inadequate supervision.

The bill, if enacted, would help protect the crewmembers of 3,300 tugs and tows operating on the nation's 25,777 miles of navigable waterways whose lives and livelihoods are endangered by this safety loophole.



## Twelve Bosuns Pass Rigorous Recertification Course

Twelve SIU members who have continued honing their skills to the finest edge graduated last month as recertified bosuns during the May membership meeting at the Paul Hall Center for Maritime Training. The

Crane and several fellow bosuns noted that the group featured a wide variety of ethnic and geographic backgrounds but was very cohesive.

During the five-week course, Crane and his fellow bosuns finished

his brother Lawrence is a recertified bosun and their father, Mario, completed the recertification course years ago. Both still are active Seafarers. Another brother, John, also sails with the union in the deck

themselves."

Pereira said he was elated to witness the late SIU President Paul Hall's vision of "creating a school that would make the best seamen in the world, to put on American-flag vessels" come true.

### Good Learning Environment

Pat Rankin, 43, commended the Lundberg School instructors and said he was grateful to have the chance to bolster his career. "You can move up in the SIU," Rankin, who joined the union 25 years ago in the port of Mobile, Ala., told the trainees in the audience.

"You're treated very well here,"



Recertified bosuns join SIU President Michael Sacco and Executive Vice President Joseph Sacco for a group graduation picture. They are, from left: Jim Crane, Bill Dean, Bill Csapo, Domingo Leon, Michael Sacco, Robert Zepeda, Pat Rankin, Steve Argay, Jim Jowers, Ron Dailey, Bill Stoltz, Monte Pereira and Joseph Sacco.

bosuns completed the highest curriculum available to SIU members who sail in the deck department.

"We had a melting pot of personalities, people from all over," said Bosun James Crane. "The classes were interesting and we had a great bunch of guys. The fact that everyone got along so well helped make the time here fun and interesting."



Jim Jowers practices shiphandling procedures in the School's simulator.

advanced classes in firefighting, safety and first aid as well as deck skill courses in wire-splicing, knot-tying and navigation. They also practiced ship-handling procedures in the Seafarers Harry Lundberg School's simulator, which reproduces sailing conditions at sea and in ports worldwide.

One important aspect of the bosuns' curriculum focused on workings of the union and its various plans. The recertification program brought the bosuns into contact with every department of the SIU for question-and-answer sessions.

For example, they met with officials from the union's governmental affairs department, from the collective bargaining department, from the welfare, vacation, training and pension funds and from the Seafarers LOG.

Additionally, the bosuns practiced communication methods and leadership skills in workshop-like sessions with Lundberg School instructors.

### A Zepeda Family Tradition

For 33-year-old Robert Zepeda, completing the recertification course seemed like a logical step. After all,

department.

Robert, who joined the union in 1976 in the port of Houston, said his favorite part of the course was the firefighting training.

Stephen Argay said he was "impressed with how the union filters out any incoming (legislative) proposals that could affect the SIU. Nothing slips by." Argay, 45, joined the Seafarers in 1971 in the port of New York. He described upgrading as "a necessity. You realize that more so when you leave the school and return to a ship."

It has been 16 years since Bill Stoltz first attended the Lundberg School as a trainee, and he marvelled at how "modernized" the facilities have become. Stoltz said he believes "upgrading your knowledge and skills on basics is important. CPR, firefighting... you forget a lot of it over time, because hopefully you haven't had to use it."

Rafael "Monte" Pereira gave a stirring speech during the membership meeting. A 30-year member of the union, Pereira told a rapt audience, "The only reason I'm here is [the SIU's drug and alcohol rehabilitation program]. Fifteen years ago, I came to Piney Point and I was in a lot of trouble."

"But I learned that the SIU is 100 percent behind anybody who's interested in doing something to better



Domingo Leon Jr. (right) helps Patrick Rankin put on his firefighting gear.

noted Bill Csapo. "Any problems are taken care of immediately. The staff makes sure your only concern is the course you're taking, so you can get the most out of it."

Csapo joined the Seafarers in 1978 in the port of New York. He said his favorite part of the recertification course was the advanced firefighting class.

Domingo Leon, Jr. said he learned a lot in the sealift classes.

Leon, 38, joined the SIU in 1970 in the port of New York. He added that he enjoyed the effective communications class. "When you're on a ship, diplomacy with the crew is important."

*Continued on page 12*



Instructor John Smith (left) tells students how to operate a fire extinguisher correctly.



A course in sealift damage control was part of the recertified bosuns' curriculum.



# Cornelius Crew Prepares Laker for Fitout Inspection



AB John Hurley tightens hatch cover clamps on deck of Adam E. Cornelius.

One ritual the crewmembers of all Great Lakes vessels, like the Adam E. Cornelius, must go through is an annual inspection by the Coast Guard. All departments pitch in to prepare the bulker for the day-long inspection which has to be passed before the Cornelius can set sail.

For the Cornelius crew, this annual ritual took place on April 13, the day a LOG reporter was on board. Here is how the LOG reporter saw the day's events unfolding:

Although the deck department just has signed on, there is no time to get reacquainted at a leisurely pace with the ship, which has spent the winter in Toledo, Ohio. Life vests and preservers must be repositioned across the ship, flares must be checked and fire-fighting equipment must be tested to pass the safety inspection.

Then it is on to the deck itself. Some crewmembers inspect hatch covers to make sure they have not been damaged. Others work with the lifeboats and landing craft to verify they are operational. A couple more head for the windlass to make sure the anchors have survived the winter.

"When it's time to report to the ship, the guys know it is time to go to work," Bosun William Mulcahy told the reporter. "We only have a few days before we have to be underway. Everything has to be done now."

The gateman and conveyormen have been aboard for nearly a week removing ice and examining the hatches and conveyors for damage. Meanwhile, the QMEDs, oilers and wipers have been refurbishing and cleaning the giant diesels that operate the American Steamship Company vessel for the upcoming season. QMED James Rilly, an SIU member for 23 years, stated, "There is plenty to do down here to get her ready for the inspection, but we're ready for the [shipping] season."

After reporting with the first arrivals and making sure everything in the galley is in working order, the steward department stays busy taking on stores and feeding the crew.

The crew of the Cornelius passes the Coast Guard inspection for 1992. The posted sailing time is mere hours away.



QMED Bud Schroder searches for a part needed in the engine room.



Checking the ballast level in a tank is QMED James Rilly.



Porter Mosad Asmail makes sure the pots and pans sparkle.



The deck crew of the Adam E. Cornelius lowers a landing boat during fitout drills in preparation for the annual Coast Guard examination.



Second Cook Raymond Maynard posts the dinner menu.



Ready to move a reel of wire rope are Deckhand Matt "Bigfoot" Smith (left) and AB/Wheelman Klaus Brent.



With a pipe wrench in hand, Wiper Norman Fittahy is ready to work.



Preparing for inspection are (in photo left) Gateman Roger Lorenz, left, and Conveyorman Myron Johnston and (in photo right) maintenance team member Wayne Bucher.



AB Mike Bensman releases the anchor chain brake.



# Groton's Crew Rescues 21 from Burning Trawler

Seamen aboard the SIU-contracted ITB Groton rescued 21 crewmembers from a burning Taiwanese fishing vessel April 14. There were no serious injuries and the Groton mariners, who performed with precision throughout the operation, even managed to save the Taiwanese crew's dog.

The rescue took place northeast of St. Croix, starting around 9:30 p.m. and ending at about midnight. An hour later, a Coast Guard cutter picked up the rescued Taiwanese fishermen.

"It was a pretty smooth operation," said AB Phil Poole. "Everyone chipped in and everyone seemed to know what they were doing."

The Groton had taken on cargo at the Hess Oil terminal in St. Croix and was headed to New York when a Coast Guard cutter relayed a distress call from the Chen Horng 3, a 140-foot fishing trawler.

The Groton arrived at the scene two hours later, where a Coast Guard diver/emergency medical technician, who had been lowered from a helicopter to the Chen Horng 3, reported that a fire was burning out of control in the Taiwanese boat's engine room. Parts of the engine were flooded, and the tuna boat was completely immobile.

Moreover, the Chen Horng 3 had no lifeboats, rafts or lifejackets.

"We could see the boat was listing, and smoke was visible," recalled AB Mark Carpenter. "Luckily, the seas weren't bad."

Bosun Neil Matthey, Pumpman Rich Natoli, Chief Officer Nick



A Coast Guard emergency medical technician is lowered from a helicopter to the burning Taiwanese boat.



The captain of the rescued fishing boat stands at left with his grateful crew (seated). Next to the Taiwanese captain are Groton crewmembers Chief Steward Marvin DeLoatch, Chief Engineer Joe Knizewski, First Assistant Engineer Mike Frew and Captain Charles Duncan.

Colavito, Third Officer Ken Curtin, Second Assistant Engineer Rick Coughlin and Third Assistant Engineer Rick Demarinis immediately manned and launched the port lifeboat. On the first trip they rescued 16 crewmembers from the burning fishing boat, while a handful stayed behind with the Coast Guard diver to make a last-minute assessment. Realizing their vessel could not be saved, the other Taiwanese fishermen soon headed for the Groton on its lifeboat's second trip.

With ABs Poole, Carpenter and Charles Corley Sr. manning the lines and taking turns at the wheel, everyone returned safely to the Groton. Chief Steward Marvin DeLoatch and Chief Cook Frank Cordero then prepared food and beverages for the distraught fishermen.

"They really chowed down," said Carpenter. "It looked like they hadn't eaten in a while."

it honestly makes you thankful to be in the SIU. Foreign-flag ships let a lot of things go."

"It was kind of like culture shock for them to come on board our ship," said Poole. "A lot of them didn't even have shoes. None of them spoke English."

Corley concurred with the other ABs and added, "The rescue couldn't have gone any better. Everyone knew their job and did it. I'm just glad no one got (seriously) hurt."

The Taiwanese boat's captain received treatment for minor facial burns which he sustained while trying to determine the severity of the blaze. The cause of the fire is unknown.

Groton crewmembers, including Wiper Ahmed Salim, who also took part in the rescue, received a letter of commendation from Sheridan Transportation, the operator of the integrated tug-barge. Joe Gehegan,

Sheridan's vice president of marine operations, wrote, "Your quick response in assisting the crew of the stricken fishing vessel is viewed with pride. The leadership abilities displayed in coordinating the rescue effort and the seamanship exhibited by all hands is commended."

Groton Captain Charles Duncan also sent a letter praising the crew to Sheridan Transportation. "I would like to commend the crew of the Groton for their performance in the rescue operation," Duncan wrote. "From launching and recovering the lifeboat, feeding the rescued crew, helicopter transfer of the Coast Guard EMT, embarkation of fishermen to Coast Guard motor launch, to having engines ready to answer all requested speeds, all hands responded to the emergency."

Photos of the rescue operation were sent to the Seafarers LOG by Carpenter and Corley.



AB Charles M. Corley Sr., an SIU member since 1988, said the rescue operation "couldn't have gone better."

"When you see a situation like that, the (unsafe) condition of their boat and the way they were dressed,



Chief Mate Nick Colavito (left) and AB Mark Carpenter joined their shipmates in responding to the distress call which saved the lives of 21 Taiwanese fishermen and their dog after a fire rendered their tuna boat useless.



## Scholarship Winners Work to Better Selves and Communities

The seven winners of the Seafarers' 1992 scholarships have much in common—each one is determined to better himself or herself and to use acquired skills to assist other people realize their goals.

What follow are brief descriptions of the backgrounds and goals of each of the 1992 Seafarers scholarship winners.

### Reginald R. Cuffee



Reginald R. Cuffee of Norfolk, Va. is the recipient of the four-year Seafarer scholarship of \$15,000. Cuffee, 27, entered the trainee program at the Harry Lundeberg School of Seamanship in 1988 and completed the able bodied seaman course in 1990. He has been sailing on Energy Transportation Corp. vessels as an AB, most recently aboard the LNG Aries.

Cuffee plans to attend either Old Dominion University (Norfolk, Va.) or Virginia Tech (Blacksburg, Va.), majoring in electronic engineering. His plans after graduation are to work for a computer engineering firm while attending graduate school part-time to obtain a master's degree in business administration—and then to start his own electronic system design company.

The deep sea member is proud of his seafaring career in that it has allowed him the chance to see the world and to experience other cultures. His observations of the poverty and abject conditions in which some persons live has made him realize that "I must avail myself of the opportunities which America afforded me as a citizen." To this end, when he owns his own company, he has a plan to assist underprivileged children by starting a program that will allow engineering students a place to work, thus providing them with the necessary experience needed to succeed in their chosen profession.

### Gregory M. Hill

Gregory M. Hill, an AB, has been an SIU member for more than 20 years. Upon graduating from the trainee program at the Lundeberg School in 1972 and completing his GED at that time, the Elkins, W.Va. native started his sailing career aboard SIU ships, tugs and towboats. He has returned to the school many times, completing the tankerman, firefighting, able bodied seaman, welding and sealift operations courses.

But Hill, 37, has other interests as well, and the \$6,000, 2-year scholarship will help him realize his goal of obtaining a nursing certificate at Davis & Elkins College in his hometown.

Working as an SIU member, Hill has been able to earn the money needed to purchase land and build his own home in the mountains of West Virginia. He also has worked with the Department of Agriculture's Forest Service in wildfire suppression and as a volunteer with the Randolph County Emergency Squad, based in Elkins. In 1991 Hill completed a one-year course of study to obtain the highest pre-hospital care rating, that of paramedic. He found his EMT-paramedic training has enriched his personal life and has been very valuable on the job as well. "I provide training and care as needed at sea, and found my shipmates appreciate having trained medical personnel working alongside them."

### William H. Collins Jr.



William H. Collins Jr. is a man with a specific goal—to be a certified executive chef. And as a recipient of a two-year scholarship for \$6,000, he is well on his way to attending the prestigious Culinary Institute of America in Hyde Park, N.Y. in January 1993.

Following high school graduation in Evansville, Ind., Collins joined the U.S. Navy in 1971 and was shipped off to Vietnam. Upon his return to the States with an honorable discharge in 1973 and several jobs in the food service industry under his belt, he joined the SIU in 1988, starting as a dishwasher on board the Mississippi Queen (Delta Queen Steamboat Co.). Collins continually upgraded at the Lundeberg School, and it was a steady move up the ladder—first to cook, then



Greg Hill has many interests, among them canoeing. Hill will use his scholarship award to get a nursing certificate.



Pamela Gontha and her family—from the left are her brother, Glenn, currently enrolled in the University at Buffalo; her mother; her sister, who will attend high school in the fall, Pamela, and her father, Edward, an SIU member.

to porter and eventually to supervisor. He then started shipping deep sea as a steward assistant, and was promoted to chief cook and finally to chief steward. "Being an SIU member for the rest of my life and using all opportunities to better myself through continuing my education" is what the 38-year-old Collins wants to do—and he is well on his way.

### Pamela E. Gontha

Pamela Ellen Gontha would like to be a doctor. As an honors student in a very competitive high school, Brooklyn Technical High School in Brooklyn, N.Y., the 18-year-old has shown that hard work pays off in achievement. She already has been involved in college programs through Long Island University Summer Honors Program and college-level courses at Pratt Institute. In school activities, Pamela has been an active member of the math team and has offered much service to her class and the school, working in the areas of publicity, the newsletter and fundraising. The well-rounded high school senior has been an active church member and took part in the New York

City Park Department's Shakespeare Company.

Pamela Gontha will use her four-year scholarship stipend to advance herself in the medical field at the State University of New York at Buffalo.

Her father, Edward J. Gontha, sails as an AB. He has been an SIU member since 1961, most recently sailing aboard the LNG Leo.

### Byron Blanco



Byron Blanco's ambition is to become a physical therapist. He already has been accepted to The University of the Pacific in Stockton, Calif. and will use his \$15,000 four-year scholarship toward his studies in the fall.

The 17-year-old Blanco is not only a superior student, but he also has balanced his academics with a very

stated.

Blanco's father is Cesar F. Blanco, a member of the SIU since 1966. He sails in the deep sea division,

most recently Cesar F. Blanco, completed the steward recertification course in 1982 at the Lundeberg School. and the Sugar Islander as a recertified steward.

### Eugenio Diego III

Eugenio Diego III is graduating this year from Loyola High School in Los Angeles, Calif. The 17-year-old student plans to use his four-year scholarship award to major in business at Cal State Northridge or Cal State Los Angeles in the fall. He believes a college degree in business is a "means to my goal." He would like to provide training and employment opportunities for others. "In helping others to grow, I also will grow," he states.

Diego participated in intramural sports at school in addition to working with the minority students association and Christian youth activities. He also has volunteered his time at the Shriner's Hospital in Los Angeles and the Salvation Army.

Diego's father, Eugenio Diego Jr., joined the Seafarers International Union in 1980. He began his deep sea career aboard the Sea-Land Explorer. He sails as a chief cook, most recently aboard APL's President Lincoln.

### Monica L. Miles



Monica L. Miles has chosen Florida A&M in Tallahassee, Fla. or Xavier University in New Orleans, La. to further her education. Using her four-year scholarship award, she plans to major in the field of pharmacy with a minor in psychology.

The 18-year-old is one of eight senior class representatives at McGill-Toolen High School in Mobile, Ala. She is a consistent honor roll student and ranks within the top 30 percent of her graduating class. She also is socially involved in the Afro-American Club, the Key Club, the chorus and the Ambassador Club, as well as with several religious organizations. She serves her community as a Sunday school teacher and has volunteered her time as hostess of the Little Sisters of the Poor Festival and organized donations for the needy at Christmas. One special honor was being chosen for inclusion in "Who's Who Among American Students."

Monica Miles is the daughter of Wilbert James Miles Jr., an SIU member since 1973. Miles, who sails as an FOWT, most recently was aboard Puerto Rico Marine's Mayaguez.



Monica L. Miles' father, Wilbert J. Miles Jr., sails as an FOWT.

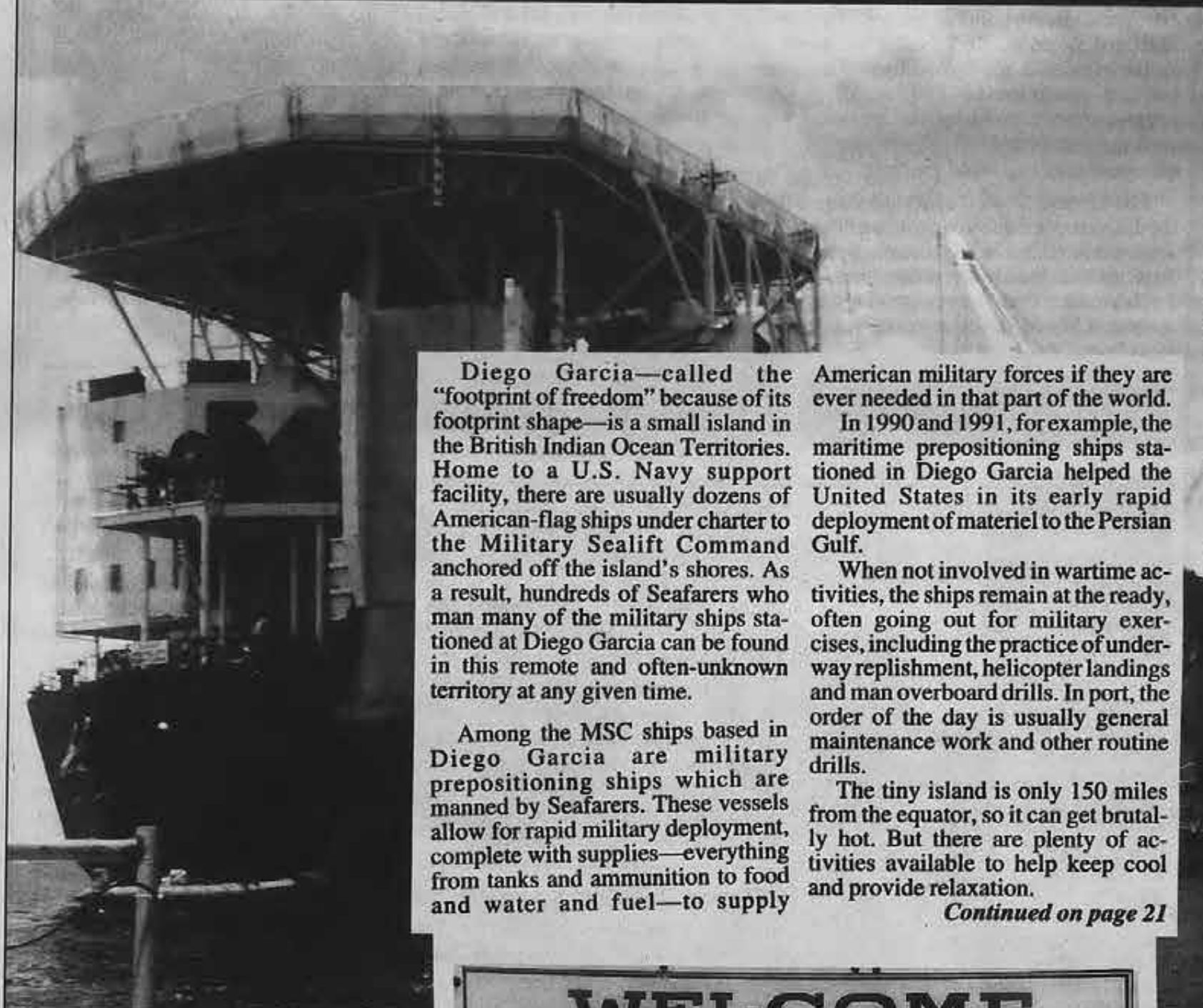


Eugenio Diego III, left, with his mother and father, Chief Cook Eugenio Diego Jr.

active record at Bishop Riordan High School in San Francisco: four years on the football team, a discus thrower on the track team and involvement in the California Mathematics League and the California Scholastic Federation. He also finds time to volunteer as a worker at the Glide Memorial Church in San Francisco, directing the food line and helping people. "Throughout my life, I've always enjoyed working with other people and helping them," he



# Diego Garcia-Based Seafarers Handle Unique Duties



Diego Garcia—called the “footprint of freedom” because of its footprint shape—is a small island in the British Indian Ocean Territories. Home to a U.S. Navy support facility, there are usually dozens of American-flag ships under charter to the Military Sealift Command anchored off the island’s shores. As a result, hundreds of Seafarers who man many of the military ships stationed at Diego Garcia can be found in this remote and often-unknown territory at any given time.

Among the MSC ships based in Diego Garcia are military prepositioning ships which are manned by Seafarers. These vessels allow for rapid military deployment, complete with supplies—everything from tanks and ammunition to food and water and fuel—to supply

American military forces if they are ever needed in that part of the world.

In 1990 and 1991, for example, the maritime prepositioning ships stationed in Diego Garcia helped the United States in its early rapid deployment of materiel to the Persian Gulf.

When not involved in wartime activities, the ships remain at the ready, often going out for military exercises, including the practice of underway replenishment, helicopter landings and man overboard drills. In port, the order of the day is usually general maintenance work and other routine drills.

The tiny island is only 150 miles from the equator, so it can get brutally hot. But there are plenty of activities available to help keep cool and provide relaxation.

*Continued on page 21*



Painting pipes is one of the general maintenance tasks for DEU Jayne Brown aboard the Hauge.



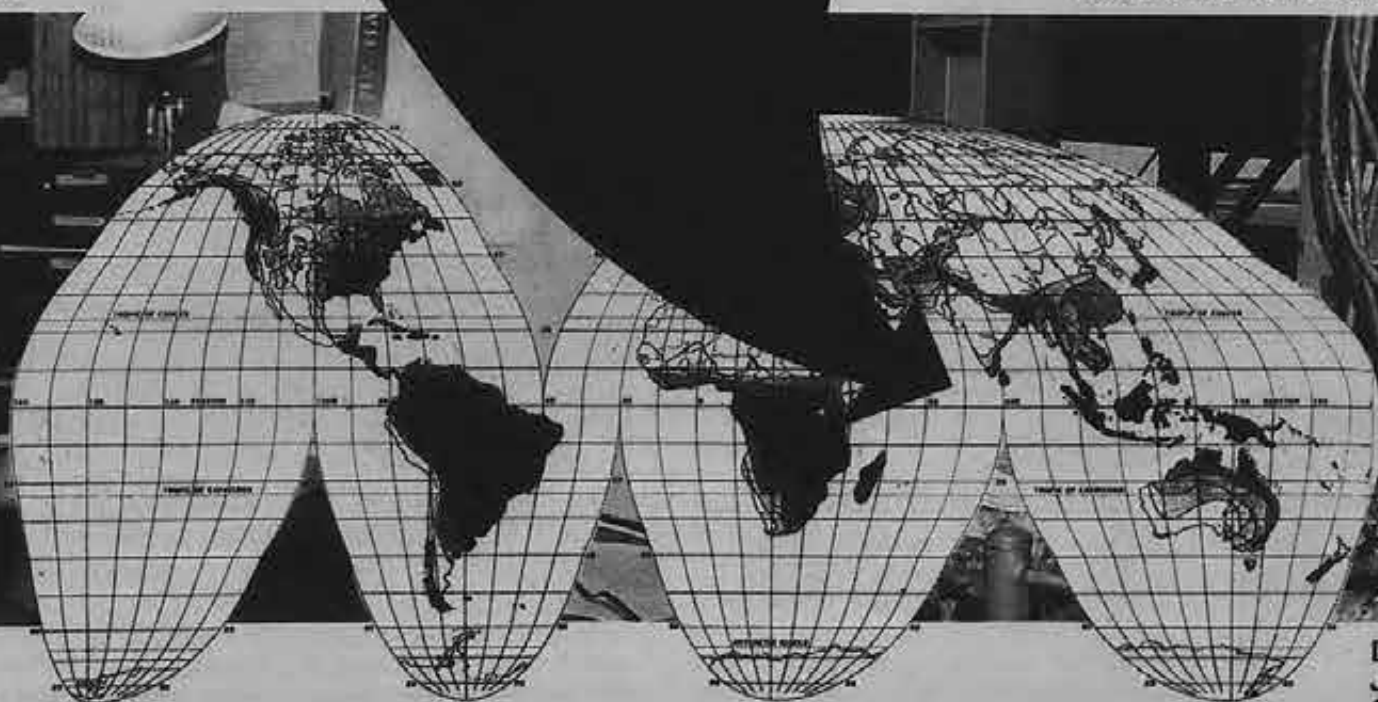
AB Isham Dixon keeps in touch with the mate aboard the Phillips as the ship offloads.



DEU Anthony Stallone (left) and QMED Ernest Lacunza Jr. check the injectors on the Gianella.



Chief Steward Robert Mensching types the next day's menu for the crew aboard the Hauge.



DEU Pete Zeschke and AB Joe Dean work aboard the Gianella.



# Twelve Seafarers Complete Top Deck Dept. Curriculum

Continued from page 7

Jim Jowers spent 21 years in the Navy before joining the SIU 10 years ago in the port of Wilmington, Calif. "I went through a lot of schooling in the Navy, and let me just say I'm very impressed with the school and programs here at Piney Point," said Jowers, 49. "The best part was understanding how the SIU works. Every man in the Seafarers ought to come here and learn what's going on in his union."

Bill Dean, 33, was one of the

many bosuns who expressed appreciation for the instructors. Dean had not been to the Lundeberg School since he graduated from the trainee program in 1978. "The progress here is remarkable," he said with a smile. "I don't think too many other unions have what we have."

For 15-year Seafarer Ron Dailey, the Lundeberg School never has disappointed. "This is my fourth time here, so that should say something," Dailey said. "The courses are always great and I intend to continue coming here."

Summarizing the recertification course, Dailey said, "It's kind of like if your father gives you your first car—what is there to say? It seems like words are inadequate to express your appreciation."

Jack Cooper, who served in the Coast Guard from 1950 to 1979 and then joined the Seafarers in 1980 in the port of Norfolk, Va. also completed the recertification course. The 61-year-old Virginia native could not be reached for comment, as he had to leave the Lundeberg School before the graduation ceremony.



Jack Cooper, who joined the SIU in 1980, was one of 12 bosuns to complete the recent recertification curriculum.

## Inquiring Seafarer

Question: What did you do this winter?

(Asked of SIU members on the Great Lakes.)



**Mike Bensman, Wheelsman** — I was a honey-do. "Honey, do this. Honey, do that."

**Bud Schroder, QMED** — I took very little time off. I worked as an engineer on tugs.



**Roger Lorenz, Gateman** — I hunted coyote and fox all winter. I got four fox.

**Scott Hill, Gateman** — Ice fishing, but I didn't have any luck. I also got married and bought a house in Superior (Wis.).



two hours every time I went out.

**Bob Hedine, AB** — I remodelled two bedrooms and went ice fishing in northern Minnesota. I filled out on trout within

**Jason Beck, QMED** — Went on vacation in Florida and just relaxed. Basically, I enjoyed the sunshine and hung out.



**David Grann, Second Cook** — I spent time with my kids in Duluth, Minn.



**Tom Hocking, Watchman** — I went snowmobiling in Amherst, Ohio. Other than that, all I did was relax.



**Ray Buzwah, Porter** — I had a good winter in Hot Springs, Ark. I went to the race track a lot and took a few mineral baths.



**Mark Wyman, QMED** — I went snowmobiling in Alpena, Mich. a lot. Other than that, I did a whole lot of nothing — just relaxed.



**Allan Johnson, Deckhand** — I don't do much in the winter except stay home (in Frankfort, Mich.).



**Ahmed Nasser, Second Cook** — I went overseas to visit my family near Saudi Arabia. I had a good time, but I also missed it here.



Correction: In last month's Inquiring Seafarer, an incorrect photo appeared with the response of QMED Mike LaBar. The correct photo is shown here.

## Dailey Used CPR to Save a Life

While being interviewed by the Seafarers LOG about the bosun recertification class, Ron Dailey noted that his Lundeberg School training had been invaluable in the past, as he knew it would be in the future. Specifically, he pointed out that his CPR class, taken in the late 1970s, helped him save a man's life.

"It happened on a Waterman ship, the Alex Stephens," Dailey recalled. The ship was docked in Sri Lanka when "they brought a guy up from the engine room in a gurney. He was turning gray, his lips were purple and he had no heartbeat or pulse."

"I gave him CPR until the doctor got there, then I continued as we went down the gangway. In the ambulance, I took turns with someone else."

Dailey recently got a refresher course on life-saving techniques, during the five-week bosun recertification program. "CPR, firefighting, it's always good to take those classes," he said. "You learn some things you may not have known, and you improve on other things."

For Dailey—not to mention the man he saved—the Lundeberg School training certainly paid off.

## Bosun Canales' Knotty Surprise



Bosun Carlos H. Canales (front row, right) was surprised by the gift of a knot board, presented to him by the deck gang during a recent shipboard meeting on board the Gulf Trader. Crewmembers in the photo include ABs Jeff Mangold, Harry Dowling, Joe Conlin and Jonny Gatton and OSs Walt Oswald and Ronnie Lambert. The photo was snapped by steward member Antonette Canales.

## Showing Support for Free Unionism in Africa



While watched by uniformed and armed Secret Service agents, SIU and UIW members picket in front of the Malawi embassy, urging freedom for that African nation's trade union movement leader, Chakufwa Chihana. More than 200 trade unionists demonstrated May 6 in front of the embassy in Washington, D.C.



# New War Service Medals Issued for Mariners



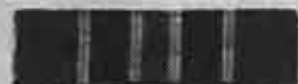
**Mariner's Medal**  
(World War II)

Awarded to a seaman who, while serving on a ship from December 7, 1941 and July 25, 1947, was wounded or suffered physical injury as a result of an act of an enemy of the United States. The bar and ribbon are red, white and blue; the medal is bronze colored with a silver relief.



**Atlantic War Zone Medal**  
(World War II)

Awarded for service in the Atlantic War Zone, including the North Atlantic, South Atlantic, Gulf of Mexico, Caribbean, Barents Sea and the Greenland Sea during the period December 7, 1941 to November 8, 1945. The bar and ribbon are red and white; the medal is bronze colored.



**Victory Medal**  
(World War II)

Awarded to members of the crews of ships who served for 30 days or more during the period December 7, 1941 to September 3, 1945. The bar and ribbon are white, yellow, red, blue and green; the medal is bronze colored.



**Merchant Marine Defense Medal**  
(World War II)

Awarded for service in the U.S. Merchant Marine prior to Pearl Harbor. It may be worn by all merchant seamen who served as members of the crews of U.S. merchant ships from September 8, 1939 and December 7, 1941. The bar and ribbon are green, white, red and black; the medal is bronze colored.



**Pacific War Zone Medal**  
(World War II)

Awarded for service in the Pacific War Zone, including the North Pacific, South Pacific and Indian Ocean east of 80 degrees east longitude, during the period December 7, 1941 to March 2, 1946. The bar and ribbon are gold, yellow, red, blue, orange and white; the medal is bronze colored.

December 7, 1941 and March 2, 1946, while 111,000 received the Pacific War Zone Bar for similar service. Those mariners are eligible for the Atlantic War Zone Medal and the Pacific War Zone Medal, respectively.

Approximately 94,000 bars for service in the Mediterranean-Middle East War Zone between December 7, 1941 and November 8, 1945 were presented. Mariners who received those bars now may receive the corresponding medal.

More than 2,000 mariners received the Korean Service Bar for sailing between June 30, 1950 and September 30, 1953 in waters adjacent to Korea. They are eligible for the Korean Service Medal.

Finally, 5,000 seamen were given the Vietnam Service Bar for sailing between July 4, 1965 and August 15, 1973 in waters adjacent to Vietnam. They are eligible for the corresponding medal.

All of these recipients of the war zone bars are eligible to obtain the new corresponding medal. The immediate families of deceased mariners also are eligible to receive the medal in behalf of the seaman. These mariners or family members should contact directly the vendors listed on page 18.

## Desert Shield/Storm

Additionally, the Merchant Marine Expeditionary Medal is available to those seamen who served in Operations Desert Shield and Desert Storm. This medal was approved last year and announced previously.

*Continued on page 18*



**Korean Service Medal**

Awarded for service in the merchant marine from June 30, 1950 and September 30, 1953 in waters adjacent to Korea. The bar and ribbon are red, light blue, dark blue and white; the medal is bronze colored.



**Vietnam Service Medal**

Awarded for service in the merchant marine from July 4, 1965 and August 15, 1973 in waters adjacent to Vietnam. The bar and ribbon are royal blue, yellow and red. The medal is bronze colored.



**Gallant Ship Citation Ribbon**

Awarded to officers and seamen who served on a ship which, at the time of service, was cited for gallantry by the Maritime Administration. Colors are white and green.



**Gallant Ship Citation Plaque**  
Bronze plaque awarded to a ship cited for gallantry by the Maritime Administration.



## Seaman Tax Repeal Bill Passes First Hurdle in House

Continued from page 3

from user fees attached to mariner documents, licenses and certificates of registry, any repeal of such a scheme must offer an alternative measure that will raise comparable funds.

While no alternative funds have been identified as yet, Tauzin said, "I am optimistically moving the bill at this time with the hope that we can, indeed, find such offset before we report the bill from the full committee. The strength of our struggling merchant marine is just too important to delay this bill any longer."

Rep. Tauzin also noted the user fee scheme would "discourage merchant mariners, who are already underemployed, from renewing their licenses." He added, "This, of course, threatens our national security."

The repeal bill was introduced in March, shortly after the SIU and other marine labor organizations made a strong case before the Subcommittee on Coast Guard and Navigation for repeal of the proposed seaman tax.

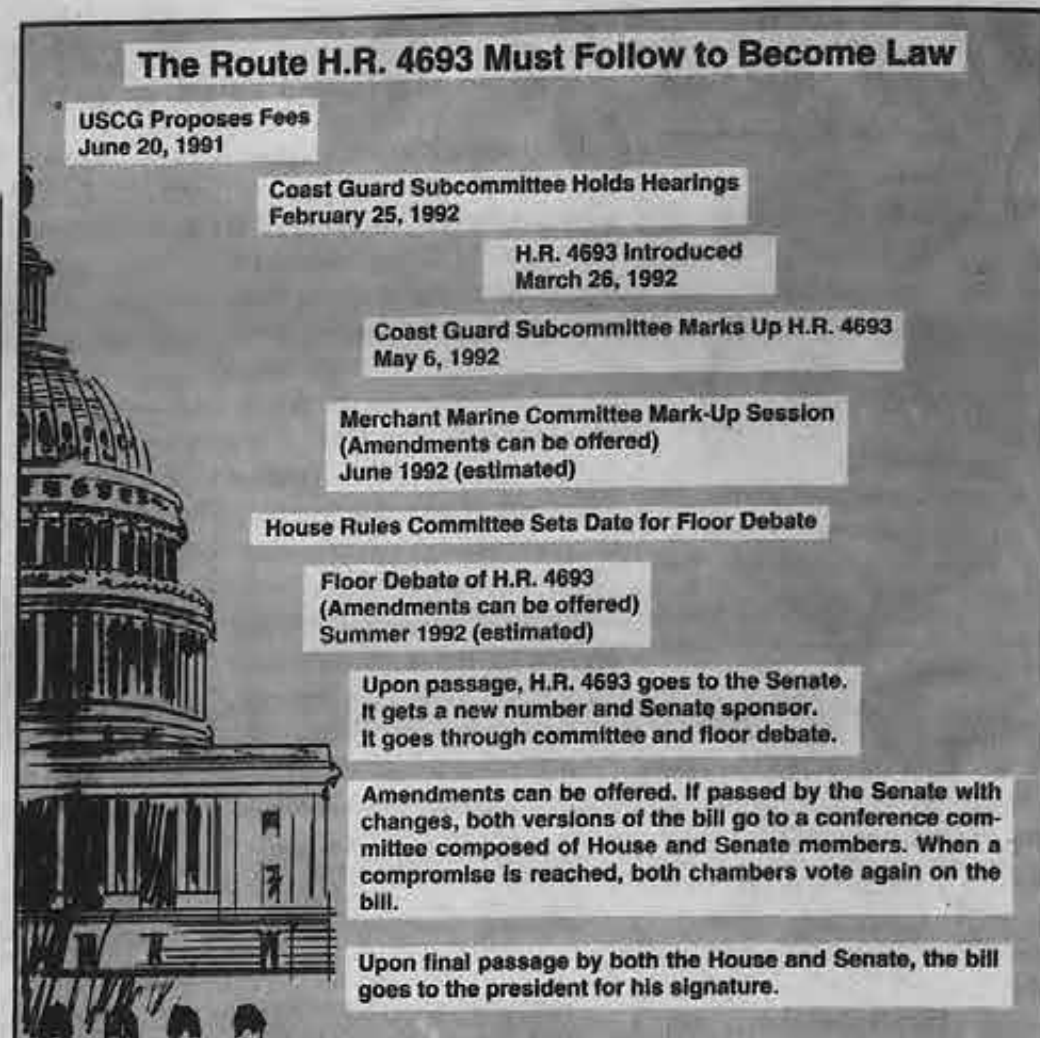
The union has been waging a full-

scale attack on the proposed work tax on all fronts. Last year, the SIU filed a lawsuit, charging that the discriminatory fees are unconstitutional. The tax, which masquerades as user fee, is actually a thinly-disguised revenue raising ploy designed to bring monies into the nation's general treasury, the SIU states in its court documents.

The SIU's lawsuit also points out that the manner in which the Coast Guard established the fees was chock-full of guesswork and inaccurate calculations, thus a violation of statutes governing the manner in which federal agencies can promulgate regulations.

In March, the judge assigned to the case ruled that the SIU's lawsuit could not be considered by the court in light of the fact that the Coast Guard had not determined a date as to when the fees would be instituted. Without showing immediate harm, the court held, the case could not go forward.

However, the Coast Guard is due to issue a final rulemaking on the user fees, which will establish a date for implementation. At that point, the SIU's lawsuit attempting to block the



fees becomes germane.

Meanwhile, the legislative strategy moves forward to undo the fees originally set by Congress. The Tauzin bill to repeal the work tax scheme must come up with a mechanism for raising the funds it

was anticipated the user fee on documents and licenses would bring the federal treasury. Once that requirement is met, it is believed the bill will face little opposition in the Merchant Marine and Fisheries Committee and in the House in general.

### Seafarers — Write the House Panel Show Your Support For the Work Tax Repeal Bill

Seafarers are urged to contact members of the House Merchant Marine and Fisheries Committee to advise the legislators of their support for the repeal of the fees for merchant mariner documents and licenses.

#### Where to write:

The Honorable  
U. S. House of Representatives  
Washington, DC 20515

#### Whom to write:

Walter B. Jones, Chairman (D-N.C.)  
Gerry E. Studds (D-Mass.)  
Carroll Hubbard Jr. (D-Ky.)  
William J. Hughes (D-N.J.)  
Earl Hutto (D-Fla.)  
W.J. "Billy" Tauzin (D-La.)  
Thomas M. Foglietta (D-Pa.)  
Dennis M. Hertel (D-Mich.)  
William O. Lipinski (D-Ill.)  
Robert A. Borski (D-Pa.)  
Thomas R. Carper (D-Del.)  
Robin M. Tallon (D-S.C.)  
Solomon P. Ortiz (D-Texas)  
Charles E. Bennett (D-Fla.)  
Thomas J. Manton (D-N.Y.)  
Owen B. Pickett (D-Va.)  
George J. Hochbrueckner (D-N.Y.)  
Stephen J. Solarz (D-N.Y.)  
Frank Pallone Jr. (D-N.J.)  
Greg Laughlin (D-Texas)  
Nita M. Lowey (D-N.Y.)  
Jolene Unsoeld (D-Wash.)  
Gene Taylor (D-Miss.)  
Glenn M. Anderson (D-Calif.)  
Jack Reed (D-R.I.)  
William J. Jefferson (D-La.)  
H. Martin Lancaster (D-N.C.)  
Lucien E. Blackwell (D-Pa.)  
Robert W. Davis (R-Mich.)  
Don Young (R-Alaska)  
Norman F. Lent (R-N.Y.)  
Jack Fields (R-Texas)  
Herbert H. Bateman (R-Va.)  
H. James Saxton (R-N.J.)  
Helen Delich Bentley (R-Md.)  
Howard Coble (R-N.C.)  
Curt Weldon (R-Pa.)  
Wally Herger (R-Calif.)  
James M. Inhofe (R-Okla.)  
Porter J. Goss (R-Fla.)  
Arthur Ravenel Jr. (R-S.C.)  
Sonny Callahan (R-Ala.)  
Wayne T. Gilchrest (R-Md.)  
John T. Doolittle (R-Calif.)  
Randy "Duke" Cunningham (R-Calif.)

## Tanner Brings Burned Boatman to Safety

Continued from page 3

Stephen Bodden, had died in the fire.

Instead the severely burned engineer jumped overboard and started swimming. Despite third degree burns over one third of his body, Bodden swam through the rough chop on the bay approximately one quarter mile to the barge. According to Tanner, Bodden told him he had no idea the barge was there, he just was trying to leave the burning tug.

Once on board, Tanner walked Bodden around to keep him from going into shock. He also gave his shirt to Bodden to warm him after the swim and protect him from the elements.

"I just stayed and talked with him to calm him down," Tanner said. "I saw that he was extremely burned."

Loaded with the rest of the crew of the Beverly Anderson, the Ocean Star returned to its barge after seeing Tanner's signal. Mate Don Reese applied first aid until a medical helicopter arrived to transport Bodden to a nearby hospital, where he continues to recover. The Ocean Star then carried the remaining survivors to port as flames completely consumed the Beverly Anderson.

While Tanner shrugs off any mention that he was a hero, crewmembers credit his being alert with saving Bodden's life. "If he hadn't been out there, that engineer probably wouldn't be alive today," Captain Arnold Deagle said.

Others serving aboard the Ocean Star on the night of the rescue included Deckhands James Benham and William Morris, Cook Earl Withee and Engineers Buster Nichols and James Hopkins.

The Ocean Star primarily carries petroleum products between Louisiana and Tampa through the Gulf of Mexico.



Crewmembers of the tug Ocean Star are (from left, front row) Chief Engineer Buster Nichols, Mate Rocky Upton, AB Jim Benham, Captain Arnold Deagle, AB William Morris, AB Richard Tanner, (back row) Engineer Jessie Chasteen and Cook Earl Withee.



Tanner climbed down these pigeon holes to find a survivor from a burning tugboat.



## All Aspects of Firefighting Covered in School's Advanced Course

Students in the Seafarers Harry Lundeborg School's combined basic-advanced firefighting course do much more than just learn how to use an extinguisher.

When finished, they have studied the chemistry of fire and different extinguishing agents, participated in hands-on training in firefighting at sea and ashore, learned how to chart the layout and key areas on a ship and practiced organizing and instructing others for emergency situations. In fact, those are only some of the matters covered in the nine-day course, which also includes training in CPR and first aid.

"We take Seafarers from being students to being instructors," explained Byran Cummings, a seasoned firefighter and paramedic who teaches at the Lundeborg School. "They have to learn manage-

ment, because they may not be the ones on a hose line during an emergency, they may be the ones directing the firefighting operations."

Cummings and fellow veteran instructor John Smith teach the course, which is offered at the Seafarers Lundeborg School, part of the Paul Hall Center for Maritime Training and Education. The next classes are scheduled for June 16-26 and October 20-30. There is no maximum enrollment, but there is a minimum of six students.

### New Smoke Simulator

The basic-advanced firefighting course is required for Seafarers who are obtaining, upgrading or renewing a license. It is offered in conjunction with courses for third mates and for a limited license, but is available to other Seafarers upgrading their



The most recent group of Lundeborg School upgraders to complete the advanced firefighting course are (from left, front row) John Smith (instructor), John Carr, Ralph Hawkins, Dannie K. Cord Jr., Richard Fleague, (second row) Bernard De Repentigny, Michael Feazell, Edmund Putro, Daniel Van Sliver and Byran Cummings (instructor).

skills. The school still offers a separate basic firefighting course for all trainees and upgraders.

In the combined class, students receive 24 hours in basic firefighting, 35 in advanced and 14 in CPR and first aid.

Basic includes lessons on the chemistry and classes of fire, chemistry of different extinguishing agents and study of different extinguishing appliances.

Early stages of the advanced portion emphasize pre-planning. Participants learn the emergency role of each person on a ship. They design charts showing vessel layout, including escapes and extinguishers. And they practice inspection servicing of various extinguishing systems.

The hands-on training features use of the school's new smoke simulator, which affords students a realistic practice without danger. Participants also fight fires of different types and sizes, under controlled circumstances.

Other topics covered include hazardous materials, protective equipment requirements, reading labels and a "right to know" class which highlights employees' rights to be informed about any potential chemical hazards which may be caused by materials with which they have to work.

Cummings described the course as demanding and thorough, but said he and Smith have been pleased with the responses and test grades of their students.

"When you challenge somebody, if you challenge them right, they'll respond," Cummings said.



Captain Ralph Hawkins (right) receives his certificate of achievement from Instructor Byran Cummings for completing the advanced firefighting curriculum.

## Pre-Balloting Report Submitted to Membership

At May membership meetings, Seafarers were presented a pre-balloting report by SIU President Michael Sacco. The pre-balloting report also will be submitted to the SIU membership at the June meetings.

The report—which was prepared in accordance with the terms of the constitution of the Seafarers International Union; Atlantic, Gulf, Lakes & Inland Waters District—sets forth certain terms and conditions of the balloting for the union's general election of officers for the 1993-1996 term. The balloting will take place from November 2 until December 31, 1992.

Sacco pointed out in his report that the submission to the membership took into consideration the changes that have taken place in the industry over the last few years. The pre-balloting report lists Sacco's recommendations for offices to be placed on the ballot in the 1992 general election of SIU officers.

The full text of the 1992 pre-balloting report follows:

May 4, 1992

Pursuant to Article X, Section 1(e) of our Constitution, I am submitting at this regular May membership meeting of this election year, my Pre-Balloting Report.

The balloting for our General Election of Officers for the term 1993-1996 will commence on Monday, November 2 and continue through December 31, 1992. The election will be conducted under the provisions of our Constitution, as amended and effective July 13, 1989, and such other voting procedures as our

Secretary-Treasurer may direct.

I have, in consultation with our Executive Board and Port Representatives, made a careful appraisal of the needs of this union, its membership and its currently existing constitutional ports. We have carefully considered the changes that have taken place in the maritime industry over the last few years, with a view toward meeting the ever changing demands.

It is my recommendation, in accordance with our Constitution, that the following offices be placed on the ballot in the 1992 General Election of Officers for the term 1993 through 1996.

### Headquarters

- 1 President
- 1 Executive Vice President
- 1 Secretary-Treasurer
- 1 Vice-President in Charge of Contracts and Contract Enforcement
- 1 Vice-President in Charge of the Atlantic Coast
- 1 Vice-President in Charge of the Gulf Coast
- 1 Vice-President in Charge of the West Coast
- 1 Vice-President in Charge of the Southern Region, Great Lakes and Inland Waters
- 1 Vice-President in Charge of Government Services and Fishing Industries
- 1 Assistant Vice-President in Charge of Contracts and Enforcement
- 1 Assistant Vice-President in Charge of the Atlantic Coast
- 1 Assistant Vice-President in Charge of the Gulf Coast
- 1 Assistant Vice-President in Charge of the West Coast
- 1 Assistant Vice-President in Charge of the Southern Region, Great Lakes and Inland Waters
- 1 Assistant Vice-President in Charge

of Government Services and Fishing Industries

- 2 Headquarters Representatives
- 10 Port Agents

There shall be one port agent in each of the 10 Constitutional ports; namely: Piney Point, New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston, San Francisco, Detroit-Algonac and St. Louis.

In accordance with the above-mentioned Article X, Section 1(e) of our Constitution, I am required to recommend a bank, a bonded warehouse, regular office thereof, or any similar depository, to which the ballots are to be mailed, no later than the first regular meeting in October of this year. I will make such recommendation to the membership before such deadline.

As provided for in Article XIII, Section 1, nominations open on July 15, 1992 and close on August 15, 1992.

The foregoing constitutes your President's Pre-Balloting Report and subject to my further recommendation as to the depository to be made hereafter, I recommend its adoption.

Fraternally submitted,  
Michael Sacco

### Correction

The president's pre-balloting report in last month's Seafarers LOG inadvertently omitted the assistant vice-president positions in the list of officers recommended by SIU President Michael Sacco to be placed on the ballot in the 1992 General Election of Officers for the term 1993 through 1996. The corrected report is reproduced in its entirety in the article above.



Seafarers get lots of hands-on training in the advanced firefighting course.

## Cards from Seafarers Could Help Hamilton, Emerging from Coma

SIU member Steven Hamilton is presently in Maryland General Bryn Mawr Rehabilitation Center following a hit-and-run accident in January, reports a family member of the Seafarer.

The LOG was told that it is believed cards and letters from friends and fellow Seafarers would help in his rehabilitation. The steward/baker, who has been sailing for 19 years—most recently in the Persian Gulf war—was in a coma for two months but is regaining consciousness slowly.

Anyone wishing to write Brother Hamilton may send their best wishes to: Steven Hamilton, c/o Maryland General Bryn Mawr Rehabilitation Center, 827 Linden Ave., Baltimore, MD 21201.



# Life After OPA 90

## It's a Whole New Ball Game For Seafarers and the Industry

A piece of legislation intended to keep the nation's waters free of marine oil spills has far-reaching consequences on how the shipping industry will conduct its business in the future and affects the way each and every seaman aboard a U.S.-flag vessel goes about doing his or her job.

The Oil Pollution Act of 1990, known as "OPA 90," was passed unanimously by both the House and Senate and signed into law by the administration on August 18 of that year. Enacted after the 1989 Exxon Valdez oil spill in Alaskan waters and a rash of other marine accidents involving both U.S.-flag and foreign-flag tankers off American coasts, the legislation (P.L. 101-380) is intended to reduce the likelihood of such disasters to nearly nil.

OPA 90—which has nine titles and has spawned 90 different Coast Guard projects, that include 45 rulemaking assignments, 39 studies and nine reports—addresses a multitude of issues ranging from double hulls on oil carriers operating in U.S. waters to requiring every vessel to have a worst-case-scenario plan. The law establishes a new federal liability regime and a trust fund for financing clean-up operations through a five cents per barrel fee on oil arriving at U.S. ports. It sets out additional requirements for seamen's licenses and documents, mandates contingency planning and environmental research. So extensive is OPA 90 that every aspect of a shipping operation will make some sort of accommodation with the new law and regulations born of its provisions.

This "new world order" in shipping carries some heavy burdens on those who are on the front lines of the maritime industry—the men and women aboard the ships.

From now on, how a seaman conducts his or her personal life and non-work time while ashore and on vacation will have an immediate impact on the Coast Guard's decision to issue or renew a license or document. Because of OPA 90, the manner in which a seaman operates a motor vehicle will have repercussions on his Coast Guard credentials as a mariner.

Under OPA 90 and a series of mini-OPA 90s passed by various coastal states, a person in charge on a vessel will be held directly and personally accountable by the federal and state judicial systems for actions taken in the course of marine oil spills. It is conceivable that a seaman who breaks an operating standard could personally face criminal as well as civil charges with fines ranging from \$500 to \$25,000 to \$100,000 and more.

Additionally, federal and state criminal penalties could result in a jail sentence to violators of the law.

It is not only seamen on tankers and tugs and tows linked to petroleum-carrying barges that come under these statutes. Certain provisions of OPA 90 cover all vessels, including passenger ships or commercial cargo carriers.

OPA 90 emphasizes prevention as the chief mechanism for eliminating oil spills. It will be seamen who translate the written governmental and company procedures in this regard into action. The law's recognition of the role seamen play in reducing the risk of spills is evident when reviewing the regulations that directly impact on seamen, the vast majority of these are contained in the portion of OPA 90 entitled "Prevention."

In the event of an accident, as has always been the case, it will be the seamen aboard whose actions can make the difference. Assessing a situation, implementing the correct response procedures swiftly can make the difference between a spill or a raging fire. The initial actions of those aboard a vessel can make the difference between a leak and an explosion. In such situations seamen will be called upon to implement procedures planned by the government—federal, state and local—and the company.

In the critical moments just after an accident, strict procedures laid out by layer after layer of authorities must be put into action. This may involve immediate notification of the accident to more than one office. For example, if an accident happens off of a certain state, not only must the ship's person in charge communicate with the appropriate federal agencies, but that individual also must contact a state environmental agency and a county office, and each of these entities—by law—is to be called individually. Failure to do so, can bring criminal and civil charges.

Because the statute very often either directly mandates or indirectly results in a change in equipment—everything from double hulls and double bottoms on ships to equipment on deck to handle a small spill—there will be new materials and devices for seamen to use. In many cases, the law requires the equipment to be the most technologically advanced available. Whether changing a navigation strategy to accommodate the build of a ship or whether learning to use on board lightening systems, it will be the individuals on the vessels whose jobs will be altered by the introduction of new equipment.

It is well recognized within industry and government that the best chance

of preventing spills and minimizing the level of the disaster on a ship will be with the people immediately present. More than likely these people will be seamen and boatmen. In short, the difference between an accident and a catastrophe often will be in the hands of the men and women on the ships.

Some aspects of the bill went into effect as soon as it became law in August 1990. Other sections are now in the purview of the Coast Guard, the agency designated by the Secretary of Transportation, who often is referred to in the law as the party responsible for promulgating regulations, to translate the intent of the law into practice.

In some cases, the Coast Guard has begun to issue preliminary rulemakings on some certain provisions of OPA 90. In the case of the provision on vessel response plans, the agency formed an advisory group made up of representatives of the industry, environmental groups, state government and the Coast Guard to assist in developing the regulation.

The full effect of the myriad regulations spawned by OPA 90 as yet is unfelt. But as the Coast Guard's rulemakings begin to unfold, and as the agency advises the shipping community of what is in store, it is becoming increasingly clear that the face of the industry has been altered inexorably by OPA 90 resulting in profound changes for those who earn their livelihoods on ships.

On the next page, the Seafarers LOG reviews the parts of OPA 90 that will have a direct impact on seamen and their jobs.

The SIU, in behalf of its members, is monitoring closely the OPA 90 regulations being developed by the Coast Guard with a particular eye towards any rules that affect the credentialing of merchant seamen and shipboard working conditions, as well as training of mariners. The union is committed to ensuring the rights of its members are safeguarded in this process.

Congress, which interprets the mood of the body politic and turns that into law, has made it clear that there is zero tolerance in the United States for marine oil spills. That is the mandate that created OPA 90, a law that has changed and will continue to change the manner in which oil is transported in American waters. It is this mandate, which over the course of the next few years, will put in place hundreds of new procedures and practices that will alter everything from Coast Guard credentialing procedures of mariners to the day-to-day responsibilities of American seamen.

STAT. 484  
Public Law 101-380  
101st Congress  
An Act  
To establish limitations on liability for damages resulting from oil pollution and to establish a fund for the payment of compensation for purposes.

Aug. 18, 1990  
(H.R. 1465)

Oil Pollution Act of 1990.  
Maritime Affairs.  
Environmental protection.  
33 USC 2701 note.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled:

SECTION 1. SHORT TITLE.  
This Act may be cited as the "Oil Pollution Act of 1990."

SEC. 2. TABLE OF CONTENTS.  
The contents of this Act are as follows:

TITLE I—OIL POLLUTION LIABILITY AND COMPENSATION

Sec. 1001. Definitions.  
Sec. 1002. Elements of liability.  
Sec. 1003. Defenses to liability.  
Sec. 1004. Limits on liability.  
Sec. 1005. Interest.  
Sec. 1006. Natural resources.  
Sec. 1007. Recovery by the United States.  
Sec. 1008. Recovery by private parties.  
Sec. 1009. Contribution.  
Sec. 1010. Indemnification.  
Sec. 1011. Consultation.  
Sec. 1012. Use of funds.  
Sec. 1013. Claims procedure.  
Sec. 1014. Designation of responsible parties.  
Sec. 1015. Subrogation.  
Sec. 1016. Financial responsibility.  
Sec. 1017. Limitation of liability.  
Sec. 1018. Rules of procedure.  
Sec. 1019. State law.  
Sec. 1020. Antiquities Act.

Coast Guard  
46 CFR Part 32  
(CGD 90-071)  
RIN 2115-AD00

Tank Level or Pressure  
Devices

AGENCY: Coast Guard,  
ACTION: Advance notice,  
rulemaking.

SUMMARY: The Coast Guard is soliciting comments on proposed rulemaking to require tank level or pressure devices on certain oil tankers.

Coast Guard  
33 CFR Part 161  
(CGD 90-029)  
RIN 2115-AD56

National Vessel Traffic System

Coast Guard  
33 CFR Part 155  
(CGD 91-034/90-068)  
RIN 2115-AD61 and 66

Vessel Response Plans and Carriage  
and Inspection of Discharge-Removal  
Equipment

AGENCY: Coast Guard, DOT.  
ACTION: Advance notice of proposed rulemaking.

Coast Guard  
46 CFR Part 33  
(CGD 90-055)  
RIN 2115-AD05

Documentation of Oil Spill  
Purposes of Oil Spill

Coast Guard  
33 CFR Part 157  
(CGD 90-051)  
RIN 2115-AD61

Double Hull Standards for Tank  
Vessels Carrying Oil

AGENCY: Coast Guard,  
ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard is soliciting comments on proposed rulemaking to require double hull standards for tank vessels carrying oil.

Coast Guard  
33 CFR Part 157  
46 CFR Parts 31, 32, 35  
(CGD 91-045)  
RIN 2115-AE01

Structural and Operational Measures to Prevent Oil Spills From Tank Vessels Without Double Hulls

Coast Guard, DOT.  
ACTION: Advance notice of proposed rulemaking.

Coast Guard  
46 CFR Part 35  
(CGD 91-204)  
RIN 2115-AE00

Automatic Pilot: Area

Coast Guard  
33 CFR Part 164

As a result of OPA 90, scores of new procedures have been and will be instituted, many of them affecting the way mariners do their jobs.



# Sections of OPA 90 that Directly Effect Merchant Seamen

OPA 90 has had a dramatic effect on the way American merchant mariners practice their trade. The Seafarers LOG offers this detailed explanation of some of the sections of the law and their status in the rulemaking process.

## Review of Alcohol and Drug Abuse and Other Matters in Issuing Licenses, Certificates of Registry and Merchant Mariners Documents

[Title IV, Subtitle A, Section 4101, Section 4102]

The Coast Guard will check the National Driver Register for the driving record of any individual applying for a license, certificate of registry or merchant mariner document (known as a "z-card" or "seaman's papers"). The law allows the Coast Guard to review back three years from the seaman's date of application for a license, certificate of registry or document.

The law also gives the Secretary of Transportation, or his agent—in this case the Coast Guard—the latitude to review a seaman's criminal record.

Prior to issuing the license, certificate or document, the Coast Guard requires the individual to be tested for use of illegal drugs and alcohol. The law allows for licenses, documents or certificates of registry to be revoked or suspended based on information that the applicant has abused drugs or alcohol.

Seamen may be required to report any traffic violations and other offenses that the Coast Guard deems would prevent issuance of a license, document or certificate of registry. The law makes it clear that a standard of conduct pertaining to motor vehicle operation will be taken into consideration when a seaman renews or applies for a merchant mariner document, license or certificate of registry.

The Coast Guard is in the process of developing a rule. It has not yet submitted a draft to the Department of Transportation or to others in the administration.

## Access to National Driver Register

[Title IV, Subtitle A, Section 4105]

A seaman can have access to the information on his or her record that is contained in the data of the National Driver Register. Thus, a seaman independently can learn what is on file with the National Driver Register (NDR) that will be obtained by the Coast Guard when the agency does its NDR check in conjunction with the issuance of a new or renewed marine license or document.

The regulation will create procedures to allow an applicant or holder of a license, certificate of registry or z-card to request, review and comment upon any data received from the NDR.

The Coast Guard has completed a regulatory planning document and is developing a notice of proposed rulemaking.

## Terms of Certificates and Merchant Mariners Documents

[Title IV, Subtitle A, Section 4102 (b)(c) & (d)]

A merchant mariner document and a certificate of registry is valid for five years. The z-card may be renewed in five year segments.

The Coast Guard is establishing renewal requirements and an expiration schedule for existing credentials. A proposed rule is under development by the Coast Guard. It is estimated that this proposal will be published in the *Federal Register* before the end of 1992. A comment period will follow before a final rulemaking with an effective date is announced.

In anticipation, the Coast Guard has begun placing an expiration date on merchant mariners documents and certificates of registry. All upgrades of ratings on documents also are marked with a five-year expiration date.

The renewal plan anticipated by the Coast Guard will provide that a seaman gets his renewed document on the five-year incremental anniversary of its date of issue. For example, if a document was issued on June 10, 1954, the renewal date would fall on June 10, 1994. A document dated August 30, 1969 would have a five-year-incremental anniversary of August 30, 1994.

## How an OPA 90 Regulation Is Developed by the Coast Guard

**STEP 1:** The Coast Guard was assigned some 90 projects as a result of the Oil Pollution Act of 1990, approximately 45 of which require rulemaking. Following the OPA 90, presidential executive order and the Administrative Procedures Act, it is the agency's job to develop regulations to implement the certain sections of the statute.

**STEP 2:** The Coast Guard put into place special staff to handle the writing of most OPA 90 required regulations. Some 65 staff people are promulgating these rules.

**STEP 3:** Generally, for a given regulation, the staff assigned to that project develops a regulatory planning document.

**STEP 4:** If a rule is believed to be highly

controversial or very complicated or if the agency determines that comments from the parties most impacted by the rule will improve the rulemaking, an advanced notice of proposed rulemaking (ANPRM) is published in the *Federal Register*.

**STEP 5:** Staff writes a proposed rule that details how the agency will put into effect the relevant portion of the law. In all cases, the economic and environmental effects of the proposal must be considered.

**STEP 6:** The draft rule is submitted to the Coast Guard's parent agency, the Department of Transportation, and the Office of Management and Budget for review.

**STEP 7:** Once these two government

agencies sign off, the Coast Guard publishes the proposed rule in the *Federal Register*. This is called a notice of proposed rulemaking (NPRM).

**STEP 8:** The NPRM usually allows between 45 to 90 days for receipt of comments from interested parties.

**STEP 9:** In certain situations, the agency may determine that the interest level warrants the holding of hearings or a further comment period.

**STEP 10:** The Coast Guard considers all comments and adjusts the rule if points have been raised that have merit. The finished product is called the final rule.

**STEP 11:** A notice of the final rule (FR) is published in the *Federal Register*. The final rule lists an effective date.

crewmembers aboard tankers; 3) ability of tanker crewmembers to take emergency action to prevent or remove oil discharge; 4) adequacy of navigation equipment and systems and evaluation of electronic vessel tracking systems; 5) adequacy of navigation procedures under different types of operating conditions—including daylight, ice, tides, weather, among others; 6) adequacy of inspection standards; 7) value of simulator training for bridge officers and pilots on board oil and hazardous material carriers; 8) need to limit or prohibit the movement of tankers in certain areas; and 9) evaluation of remote alcohol testing program for masters and pilots aboard tankers carrying significant quantities of oil.

The Coast Guard has contracted two segments of the required study. Other parts of the study are being addressed through a combination of recently completed, ongoing and planned studies as well as research and development initiatives of the agency.

## National Planning and Response System—Removal Equipment Requirements and Inspection

[Title IV, Subtitle B, Section 4202(a)]

The law requires periodic inspection of containment booms, skimmers, vessels and other major equipment used to remove discharges. In addition, it requires vessels operating on navigable waters carrying oil or a hazardous substance in bulk as cargo to have on board appropriate removal equipment. OPA 90 states that the equipment should use the best technology economically possible and be compatible with the safe operation of a vessel.

Among the deck spill response materials under discussion are saw dust, adsorbents, booms and small pumps. Also under consideration are on board lightering equipment and spill tracking materials.

The advisory committee, established by the Coast Guard to assist in developing OPA 90 mandated regulations, provided input to the agency on this matter. The group made recommendations to the Coast Guard on inspection procedures and requirements for discharge removal equipment. The Coast Guard is working on a notice of proposed rulemaking.

## National Planning and Response System—Vessel Response Plans

[Title IV, Subtitle B, Section 4202(b)(4)]

OPA 90 requires the owner or operator of a vessel to prepare and submit a response plan for a worst case discharge of oil.

As a result of this section of the law, the companies operating vessels carrying petroleum will have to have in place a detailed plan as to what procedures will be implemented in a cleanup response to a discharge.

Seamen aboard ships will be drilled in these procedures. In most cases it will fall to the individuals aboard a vessel to initiate notification procedures, assess the situation and implement an on board response plan which will include the use of response equipment.

An advanced notice of proposed rulemaking was published August 30, 1991 and the comment period closed October 16, 1991. A public workshop was held on November 14, 1991. Then, the advisory committee established by the Coast Guard, known as the Oil Spill Response Plan Negotiated Rulemaking Committee, addressed five specific issues that will be contained within the regulation. The committee, which is made up of representatives of the industry, environmental groups, state government and the Coast Guard, came up with recommendations in the areas of on board equipment, applicability of vessel response plans to different kinds of vessels, contractor certification procedures, adverse weather conditions, defining "maximum extent practicable."

The committee provided consensus recommendations to the Coast Guard. These suggestions are being taken into consideration by the agency, which is formulating a notice of proposed rulemaking to appear in the near future.

## Tank Vessel Hours of Work and Manning

[Title IV, Subtitle A, Section 4114]

On a U.S.-flag tanker, a licensed officer or unlicensed seaman may not be permitted to work more than 15 hours in a 24-hour period or more than 36 hours in a 72-hour time frame, except in an emergency drill. Work includes any administrative duties associated with the vessel whether performed on board or ashore. As this is stated clearly in the law, no regulations are needed to expand on its implementation. This part of OPA 90 went into effect the day it was signed into law—August 18, 1990.

This section of the law also directs the Coast Guard to develop regulations setting out the conditions under which a tank vessel may operate with the auto-pilot engaged [Section 4114(a)]. OPA 90 requires the government to determine waters where vessels may operate with their auto-pilot engaged. A notice of proposed rulemaking issued on January 6 of this year would allow operation with auto-pilot in all U.S. waters except in traffic separation schemes, regulated navigation areas, shipping safety fairways, anchorage areas, or within one-half mile of shore. The notice also calls for auto-pilots to meet IMO standards. The comment period closed on March 6. The Coast Guard has drafted a final rule which is being reviewed within the government before being published in the *Federal Register*.

This portion of the law also asks the government to define conditions and designate waters where tankers may operate with unattended engine rooms [Section 4114(b)]. A notice of proposed rulemaking governing the conditions and designating the waters upon which tankers may operate with an unattended engine room was released April 9, 1992 and comments are due June 8, 1992. The proposed rule would allow highly automated tankers to operate in U.S. waters with periodically unattended machinery spaces.

Section 4114 also mandates the government to consider the navigation, cargo handling, and maintenance functions of a tanker for protection of life, property, and the environment in determining its crew complement and in prescribing standards for the manning of tank vessels related to the duties, qualifications and training of the officers and crew of the vessels. The government also is asked to consider standards related to instruction in vessel maintenance functions.

## Penalties for Violating the Federal Water Pollution Control Act

[Title IV, Subtitle C, Section 4301]

This law increases five fold the penalties for individuals. OPA 90 amends the Federal Water Pollution Control Act and other statutes to provide for more stringent civil and criminal penalties for discharges of oil and for violations of various administrative requirements. The majority of provisions within Subtitle C, called "Penalties and Miscellaneous," increase both the civil and criminal penalties for violation of the Federal Water Pollution Control Act by vessel owners, operators or a person in charge of a vessel.

Specifically, the law states that any person who is the owner, operator, or person in charge of any vessel from which oil or a hazardous substance is discharged is subject to a civil penalty in an amount up to \$25,000 per day of violation or an amount of up to \$1,000 per barrel of oil discharged. The law also states that in any case of discharge which was the result of gross negligence or willful misconduct of the above-mentioned persons, the person will be subject to a civil penalty of not less than \$100,000 and not more than \$3,000 per barrel of oil discharged.

## Other Penalties

[Title IV, Subtitle C, Section 4302]

OPA 90 also amends a number of marine transportation laws by including penalties for dangerous operation of a vessel and penalties under the Deepwater Port Act, the Ports and Waterways Safety Act, the Intervention of the High Seas Act, the Act to Prevent Pollution from Ships and other laws.

For example, a person operating a vessel in a negligent manner that endangers the life, limb or property of a person is liable for a civil penalty of up to \$1,000. A person operating a vessel in a grossly negligent manner that endangers the life, limb or property of a person commits a class A misdemeanor. Moreover, an individual who is under the influence of alcohol or a dangerous drug when operating a vessel is liable for a civil penalty of up to \$1,000 or commits a class A misdemeanor. A person operating a vessel is not limited necessarily to the person in charge of the vessel or the person giving orders.

## Vessel Traffic Service Systems

[Title IV, Subtitle A, Section 4107(b)(1)(A)]

The Secretary of Transportation is directed to conduct and report the results of a study that will: 1) determine if the Secretary should have additional authority to direct the movement of vessels and 2) determine the need for new, improved or expanded VTS.

A vessel traffic system plan would simplify existing regulations and would consolidate various procedures into a single standard national traffic management process. A completed port study shows that significant benefits can be attained through the installation of sound traffic management systems. Throughout the world, many ports have various radar/radio approach systems and harbor systems.

Seamen with navigation responsibilities and pilots could be affected by programs implemented under this section of OPA 90. The issue of what authority should be conferred on those who assist in directing the movement of a vessel but who are not actually on board will be raised. There will be a debate as to whether a land-based guidance system has advisory or mandatory powers.

The Office of Navigation and Waterway Services is developing a National VTS plan which will address the congressional mandate.

## Study on Tanker Navigation Safety Standards

[Title IV, Subtitle A, Section 4111]

Among the issues being studied are the following: 1) adequacy of crew size and manning; 2) qualifications and training of



# MarAd Medals Recall War Service, Heroic Deeds

Continued from page 13

Some mariners who sailed in these wars never applied for the war zone ribbon bars they had earned. MarAd's authority to process applications for the original issuance of war zone bars expired in 1954; however, under a new law, MarAd now is accepting original applications for the aforementioned decorations, including the Desert Shield/Storm medals.

Applicants must provide proper documentation to MarAd of their merchant marine service in order to be considered for the medals. In general, such documentation must include the mariner's full name, Z number or book number and copies of voyage discharge certificates. Inquiries should be directed to the Office of Maritime Labor & Training, Attention: Awards, Maritime Administration, Room 7302, 400 7th Street S.W., Washington, D.C. 20590.

## Medal Vendors

To accommodate expected demand, MarAd has entered into agreements with four companies to supply these medals and decorations to eligible mariners at cost. Orders should be sent to any of the following vendors:

**OWNCO Marketing**, 1705 S.W. Taylor Street, Portland, OR 97205, telephone (503) 226-3841.

The cost per set of full and miniature size medals, including a ribbon slide with bar is \$16 each, plus \$4 each for shipping and handling. (Each medal comes in a miniature size for wear on uniforms, plus a full size for display.)

The **Quartermaster Uniform Company**, P.O. Box 829, 750 Long Beach Blvd., Long Beach, CA 90801-0829, telephone (800) 444-8643 (Monday-Friday). Cost is \$16 each. For packing, shipping, handling and insurance add the following: \$0 to \$25, add \$4.95; \$25.01 to \$50, add \$5.95; \$50.01 to \$100, add \$7.50; \$100.01 to \$200, add \$8.25; and \$200.01 and more, add \$8.95.

**Ship's Service Store**, United States Merchant Marine Academy, Kings Point, NY 11024, telephone (516) 773-5000, extension 5229. Cost is \$20 plus \$4 each for shipping and handling.

**Vanguard Military Equipment Corp.**, 41-45 39th Street, Sunnyside, NY 11104, telephone (800) 221-1264. Or, **Vanguard Industries West**, 6155 Conte Del Cedro, Carlsbad, CA 92009, telephone (800) 433-1334. Cost is \$25, which includes shipping and handling.

## Other Medals

MARAD also has two medals it awards at any time

for heroic acts performed by merchant mariners. They are the Distinguished Service Medal and the Meritorious Service Medal. Two Seafarers last year received the latter medal for their efforts in a rescue involving the LNG Gemini.

U.S. merchant mariners who sailed in the convoy runs to Murmansk during WWII should apply for that medal directly to the Russian government—not MarAd. Requests should be sent to

Mr. Nikolay Parshenko, First Secretary and Consul, Russian Embassy Consular

Division, 1825 Phelps Place, NW, Washington, D.C. 20008.

## Recognition by the U.S. Department Of Defense and Foreign Governments



### Prisoner of War Medal

Awarded to World War II merchant marine veterans held prisoners of war during the period December 7, 1941 to August 15, 1945. The medal recognizes the special service prisoners of war gave to their country and the suffering and anguish they endured while incarcerated. The ribbon is red, white and black; the medal is gold colored.



### Soviet Commemorative Medal

Awarded by what was the Soviet Union to merchant marine veterans who participated in convoys to Murmansk during World War II. The medal now is issued by the Russian government. The ribbon is red, gold, dark blue and blue; the medal is bronze.



### Merchant Marine Expeditionary Award

(Operation Desert Shield/Desert Storm)  
Awarded to American merchant seamen who served on U.S.-flag ships in support of operations involving American and allied military forces as authorized by the Maritime Administration. The bar and ribbon are white, aqua, red and royal blue. The medal is bronze colored.



### Philippine Liberation Ribbon

Awarded to members of crews of ships who served in Philippine waters for not less than 30 days from October 17, 1944 to September 3, 1945.



### Philippine Defense Ribbon

Awarded to members of crews of ships who served in Philippine waters for not less than 30 days from December 8, 1941 to June 15, 1942.

## Medals for Distinguished And Meritorious Service

These two medals are not war-specific and may be bestowed at any time to a merchant mariner who performs a heroic act.



### Distinguished Service Medal

The merchant marine's highest award is given by the Maritime Administration to seamen who distinguish themselves by outstanding conduct or service beyond the line of duty. The bar and ribbon are royal blue, white and red; the button is gold and the medal is gold with a white star.



### Meritorious Service Medal

The Meritorious Service Medal is awarded by the Maritime Administration to seamen for conduct or service of a meritorious nature. The bar and ribbon are blue, dark blue, yellow, red and white; the medal is gold.

## Alton Belle Members Approve Union Health/Welfare Package

SIU members aboard the Alton Belle Riverboat Casino unanimously voted for a union health and welfare package rather than a company policy which had been in effect since the vessel began operations in August 1991.

The union plan allows members to use their own family doctor rather than belong to an HMO as required under the old company coverage. Members will save money as the individual and family deductibles as well as monthly payments are reduced.

Alton Belle union members also will pick up disability, dental, optical and prescription coverage under the new plan which goes into effect June 1.

Members approved the



Housekeeper Beatrice Jozak raises her hand to ask question about the union's welfare package.

union coverage May 21 following a series of meetings designed to allow all shifts to attend and become informed about the plan. On hand to answer questions were Plans Education

Director Leo Bonser and SIU Representatives Brian Doherty and Bill Ellis.

The Alton Belle is the first gambling casino boat operating on the Mississippi River in the state of Illinois. More than 150 people are employed on the riverboat as well as two floating barges and a reservations office in Alton, Ill. Crewmembers work as deckhands, housekeepers, reservationists, cooks, bartenders and restaurant, buffet and cocktail servers.

Patrons can play slot machines, Black Jack and Craps during a two-and-a-half hour cruise on the three-deck, 165-foot vessel. The riverboat operates daily with its first cruise shoving off at 9 a.m. and last voyage beginning at midnight.



# Dispatchers' Report for Deep Sea

APRIL 16 — MAY 15, 1992

Port	*TOTAL REGISTERED			TOTAL SHIPPED				Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups				
	Class A	Class B	Class C	Class A	Class B	Class C	Class A		Class B	Class C	
DECK DEPARTMENT											
New York	37	19	15	21	12	6	6	70	34	39	
Philadelphia	2	7	5	0	4	1	1	6	6	10	
Baltimore	5	11	3	4	9	5	1	9	13	6	
Norfolk	9	14	8	10	11	6	9	18	24	6	
Mobile	10	10	14	9	10	6	10	15	21	24	
New Orleans	17	11	18	25	14	9	8	30	22	37	
Jacksonville	27	19	22	19	12	9	7	43	29	44	
San Francisco	32	24	11	17	16	11	4	57	34	22	
Wilmington	17	11	13	13	9	5	5	26	21	25	
Seattle	29	19	12	25	13	14	17	44	21	21	
Puerto Rico	6	3	1	6	4	1	4	14	4	5	
Honolulu	6	10	6	2	8	5	5	7	14	7	
Houston	29	20	15	24	11	6	8	44	28	36	
St. Louis	0	6	0	0	4	0	0	2	6	0	
Piney Point	1	12	3	0	1	0	1	2	21	6	
Algonac	0	0	1	0	0	0	0	0	2	2	
Totals	227	196	147	175	138	84	86	387	300	290	
ENGINE DEPARTMENT											
New York	22	16	7	10	3	3	3	43	30	19	
Philadelphia	3	6	7	3	1	3	2	3	12	8	
Baltimore	1	6	3	1	3	1	4	7	4	5	
Norfolk	4	5	5	5	7	4	0	5	7	9	
Mobile	8	10	6	9	6	3	2	14	16	10	
New Orleans	9	6	10	10	11	7	6	20	16	24	
Jacksonville	14	9	11	6	7	7	7	21	14	20	
San Francisco	16	29	6	12	9	1	3	37	43	14	
Wilmington	6	11	9	5	7	1	0	12	21	20	
Seattle	17	4	9	14	7	8	7	15	6	14	
Puerto Rico	7	1	0	3	1	0	0	9	1	0	
Honolulu	4	10	10	3	8	6	1	1	16	8	
Houston	13	8	8	14	8	3	6	21	19	19	
St. Louis	0	0	0	0	1	0	0	0	2	6	
Piney Point	2	27	12	2	7	1	3	2	35	20	
Algonac	0	3	0	0	1	0	0	0	2	1	
Totals	126	151	103	97	87	48	44	210	244	197	
STEWARD DEPARTMENT											
New York	12	8	3	7	5	1	8	35	18	6	
Philadelphia	1	4	1	2	1	1	0	3	4	1	
Baltimore	0	2	0	2	2	0	3	3	2	1	
Norfolk	4	5	3	6	4	4	7	9	2	2	
Mobile	3	3	2	6	1	2	8	8	9	5	
New Orleans	7	7	2	9	7	2	3	17	10	6	
Jacksonville	9	6	2	9	11	2	6	18	5	3	
San Francisco	35	14	6	24	6	1	6	78	23	8	
Wilmington	11	2	1	5	1	1	5	27	7	7	
Seattle	24	6	4	16	6	3	9	29	12	3	
Puerto Rico	3	0	2	1	0	1	0	7	1	1	
Honolulu	12	19	14	9	8	10	69	15	35	26	
Houston	8	7	2	5	1	2	2	23	8	2	
St. Louis	0	0	1	0	0	0	0	0	0	1	
Piney Point	5	10	9	1	3	2	2	7	22	10	
Algonac	0	0	0	0	0	0	0	0	0	0	
Totals	134	93	52	102	56	32	128	279	158	82	
ENTRY DEPARTMENT											
New York	11	33	40	3	14	8	0	23	81	145	
Philadelphia	1	3	1	0	1	0	0	3	9	8	
Baltimore	0	7	3	0	8	3	0	1	5	3	
Norfolk	6	19	11	4	12	7	0	6	29	20	
Mobile	0	14	15	0	8	5	0	2	35	19	
New Orleans	9	21	20	7	19	8	0	12	48	52	
Jacksonville	2	19	12	2	19	3	0	3	43	32	
San Francisco	16	41	19	11	22	4	0	46	53	63	
Wilmington	4	13	8	6	3	1	0	13	26	17	
Seattle	11	8	11	10	5	7	0	12	11	15	
Puerto Rico	3	5	4	6	5	3	0	4	7	7	
Honolulu	6	36	133	4	21	103	0	8	54	194	
Houston	5	20	7	1	11	2	0	9	37	18	
St. Louis	0	4	2	0	0	0	0	0	4	2	
Piney Point	0	45	3	0	23	2	0	0	47	7	
Algonac	0	3	1	0	0	0	0	0	6	1	
Totals	74	291	290	54	171	156	0	142	495	603	

Totals All Department 561 731 592 428 452 320 258 1,018 1,197 1,172

\* "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 1,458 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,458 jobs shipped, 428 jobs or about 29 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From March 16 to April 15, 1992, a total of 258 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 16,556 jobs have been shipped.

## Seafarers International Union Directory

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

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

**ALGONAC**  
520 St. Clair River Dr.  
Algonac, MI 48001  
(313) 794-4988  
**BALTIMORE**  
1216 E. Baltimore St.  
Baltimore, MD 21202  
(410) 327-4900

**DULUTH**  
705 Medical Arts Building  
Duluth, MN 55802  
(218) 722-4110  
**HONOLULU**  
606 Kalihi St.  
Honolulu, HI 96819  
(808) 845-5222

**HOUSTON**  
1221 Pierce St.  
Houston, TX 77002  
(713) 659-5152  
**JACKSONVILLE**  
3315 Liberty St.  
Jacksonville, FL 32206  
(904) 353-0987

**JERSEY CITY**  
99 Montgomery St.  
Jersey City, NJ 07302  
(201) 435-9424  
**MOBILE**  
1640 Dauphin Island Pkwy.  
Mobile, AL 36605  
(205) 478-0916

**NEW BEDFORD**  
48 Union St.  
New Bedford, MA 02740  
(508) 997-5404  
**NEW ORLEANS**  
630 Jackson Ave.  
New Orleans, LA 70130  
(504) 529-7546

**NEW YORK**  
675 Fourth Ave.  
Brooklyn, NY 11232  
(718) 499-6600  
**NORFOLK**  
115 Third St.  
Norfolk, VA 23510  
(804) 622-1892

**PHILADELPHIA**  
2604 S. 4 St.  
Philadelphia, PA 19148  
(215) 336-3818  
**PINEY POINT**  
P.O. Box 75  
Piney Point, MD 20674  
(301) 994-0010

**SAN FRANCISCO**  
350 Fremont St.  
San Francisco, CA 94105  
(415) 543-5855  
Government Services Division  
(415) 861-3400  
**SANTURCE**  
1057 Fernandez Juncos St.  
Stop 16  
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



### July & August Membership Meetings Deep Sea, Lakes, Inland Waters

**Piney Point**  
Tuesday, July 7  
Monday, August 3  
**New York**  
Tuesday, July 7  
Tuesday, August 4  
**Philadelphia**  
Wednesday, July 8  
Wednesday, August 5  
**Baltimore**  
Thursday, July 9  
Thursday, August 6  
**Norfolk**  
Thursday, July 9  
Thursday, August 6  
**Jacksonville**  
Thursday, July 9  
Thursday, August 6  
**Algonac**  
Friday, July 10  
Friday, August 7  
**Houston**  
Monday, July 13  
Monday, August 10  
**New Orleans**  
Tuesday, July 14  
Tuesday, August 11  
**Mobile**  
Wednesday, July 15  
Wednesday, August 12  
**San Francisco**  
Thursday, July 16  
Thursday, August 13  
**Wilmington**  
Monday, July 20  
Monday, August 17  
**Seattle**  
Friday, July 24  
Friday, August 21  
**San Juan**  
Thursday, July 9  
Thursday, August 6  
**St. Louis**  
Friday, July 17  
Friday, August 14  
**Honolulu**  
Friday, July 17  
Friday, August 14  
**Duluth**  
Wednesday, July 15  
Wednesday, August 12  
**Jersey City**  
Wednesday, July 22  
Wednesday, August 19  
**New Bedford**  
Tuesday, July 21  
Tuesday, August 18

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

### Personals

#### ANDREW CRESPO

Please contact your sister, Maria D. Faircloth at 7304 N. Taliaferro Ave., Tampa, Fla. 33604.

#### JOSEPH WARREN JOHNSON

Please contact your sister as soon as possible: Katherine Jobbs, 2077 Marion Circle, Mayfield, Ky. 42066.

#### BILLY JOE PHILLIPS

Please contact Gloria Phillips in Chickasaw, Ala.

#### FRANK L. GORE

Please contact Frank Jr. and Jamie Gwen at (201) 875-7987.

#### ALFREDO GONZALES

Anyone knowing the whereabouts of Alfredo Gonzales, please contact his son, Albert Allie, at 1711 Gates Ave., Ridgewood, N.Y. 11385.

#### RAYMOND CULPEPPER BOSUN SONNY HERRERA

Please call Jim Darden at (717) 776-4459.

## Dispatchers' Report for Great Lakes

APRIL 16 — MAY 15, 1992

CL—Company/Lakes

L—Lakes

NP—Non Priority

\*TOTAL REGISTERED

TOTAL SHIPPED

\*\*REGISTERED ON BEACH

All Groups

All Groups

All Groups

Class CL Class L Class NP

Class CL Class L Class NP

Class CL Class L Class NP

Port	DECK DEPARTMENT								
Algonac	0	25	5	0	18	0	0	47	8
Port	ENGINE DEPARTMENT								
Algonac	0	16	3	0	16	0	0	18	4
Port	STEWARD DEPARTMENT								
Algonac	0	2	0	0	9	0	0	8	0
Port	ENTRY DEPARTMENT								
Algonac	0	15	10	0	0	0	0	34	18
<b>Totals All Departments</b>	<b>0</b>	<b>58</b>	<b>18</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>107</b>	<b>30</b>

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

## Dispatchers' Report for Inland Waters

APRIL 16 — MAY 15, 1992

\*TOTAL REGISTERED

TOTAL SHIPPED

\*\*REGISTERED ON BEACH

All Groups

All Groups

All Groups

Class A Class B Class C

Class A Class B Class C

Class A Class B Class C

Region	DECK DEPARTMENT								
Atlantic Coast	8	0	0	1	0	0	37	0	0
Gulf Coast	9	1	7	0	2	3	12	6	22
Lakes & Inland Waters	12	0	0	0	0	0	61	0	0
West Coast	2	0	2	0	0	2	3	1	5
<b>Totals</b>	<b>31</b>	<b>1</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>113</b>	<b>7</b>	<b>27</b>
Region	ENGINE DEPARTMENT								
Atlantic Coast	2	0	0	1	0	0	15	4	0
Gulf Coast	1	0	3	0	0	0	3	0	3
Lakes & Inland Waters	8	0	0	0	0	0	38	0	0
West Coast	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>4</b>	<b>3</b>
Region	STEWARD DEPARTMENT								
Atlantic Coast	1	0	0	0	0	0	10	3	0
Gulf Coast	1	0	1	0	0	0	2	1	3
Lakes & Inland Waters	2	0	0	1	0	0	19	0	0
West Coast	0	0	0	0	0	0	1	0	0
<b>Totals</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>4</b>	<b>3</b>
<b>Totals All Departments</b>	<b>46</b>	<b>1</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>201</b>	<b>15</b>	<b>33</b>

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

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

## SAU BULLETIN BOARD

### WWII MERCHANT MARINERS

Any World War II era merchant mariners who live in or near Jacksonville, Fla. are asked to contact Fred Sandberg, president of the Jacksonville Maritime Museum Society, at 1501 Jessie Street, Jacksonville, Fla. 32204, or call (904) 355-9011 or (904) 221-4611.

### MEETING DATE CHANGE

Due to the July 4 holiday, the date for the Piney Point membership meeting will be Tuesday, July 7. This was incorrectly listed in the May 1992 Seafarers LOG.

### NEW BEDFORD HALL MOVES NEXT DOOR

The Seafarers hall in New Bedford, Mass. has moved next door to 48 Union Street. The telephone number and hours of operation remain the same.

### PORT TIME IN GUAM

Sea-Land has agreed to pay all disputed port time in Guam dating back to January 1, 1992. In order to collect monies, members must submit copies of OT sheets showing the disputed OT and copies of their discharges to Bob Hall, Seattle port agent. The ships involved are the Sea-Land Trader, Sea-Land Pacific, Sea-Land Navigator, Sea-Land Reliance and Sea-Land Enterprise.

### EXHIBIT ANNOUNCED BY AMERICAN MERCHANT MARINE VETERANS

An exhibit entitled "Merchant Marine In War & Peace" is on display at the Ft. Lauderdale (Fla.) Library (1300 E. Sunrise Blvd.) during the month of May. It will then move to the Flanders Hotel in Ocean City, N.J. from June 7 - 12 where the American Merchant Marine Veterans will hold their sixth annual convention.

### INVITATION TO FORMER WAVES

The Anchorettes is a national organization dedicated to promoting continued recognition of service women. There are local units in all cities in the United States. Further information may be obtained by contacting the California state director, Mary Bauer, at 1220 Johnson Drive, Sp. 152, Ventura, Calif. 93003. For information regarding units in each city or state, contact the president of the national organization, Berenice George, P.O. Box 6064, Clearwater, Fla. 35618.



## Diego Garcia-Based Seafarers at Work

Continued from page 11

A launch service runs every two hours from the base to the ships, and free bus rides are available to the base every 20 minutes, so there is plenty of time to take advantage of the facilities on shore. There is an olympic-size pool, a gym complete with nautilus equipment, a bowling alley, movie theater and package store. There is also a medical clinic, library, Post Office, barber shop and ice cream stand, among other amenities. On their time off, Seafarers can swim on the beach, snorkel, windsurf and fish. Softball and basketball tournaments are highly competitive, and for night life there is the Seaman's Center and a club.

There is a lot to do on Diego Garcia, and many SIU members have made Diego Garcia their home, some for as many as five years (as long as the Maersk prepositioning ships came on the scene).

The photos in this article were taken by SIU Representative Ambrose Cucinatta on a recent visit to Diego Garcia. At that time there were seven SIU ships at anchor: the Cpl. Louis J. Hauge Jr., the Pfc. James Anderson Jr., the Pfc. William B. Baugh, the 1st Lt. Alexander Bonnyman Jr., the Pvt. Franklin J. Phillips, the Vulcan Patriot and the Lawrence Gianella.



Nick Mageed chops onions for the evening meal aboard the Hauge. Ladeling out soup is SA Hamid Kaidali on the Phillips.



The galley crew aboard the Gianella are (from left) Steward Assistant Damon Lobel, Chief Cook Sukirman Suraredjo, Steward/Baker Bob Dole and Steward Assistant Jimmy Cordova.



Flipping steaks in the Hauge's galley is Chief Cook Vince Cruz.



To unclog the drain pipes under the helicopter landing pad, AB Norman Tourtellot has to bang on them.



A successful offload and reload calls for a BBQ for the crew of the Phillips. Chief Steward Billy Gigante and Chief Cook Laura Cates do the honors.



QEP Nick Somos (left) and Bosun Ralph Gibbs (right) meet with SIU Representative Ambrose Cucinatta aboard the Patriot.



Bosun James Duer (left) checks out AB Lawrence Parker's handiwork on the bosun's ladder.



AB John Zenick gives a section of the Phillips a new coat of paint.



AB Isidro Soto Jr. readies the Hauge's name board for new coat of varnish.



Steward Assistants Osraldo Ramos (left), Erik Marlowe (center) and Jerry Stricklen enjoy the camaraderie aboard the Phillips.



DEU John Cincotta uses a needle gun in the shaft alley.



The crew from the Anderson hits the launch for some shore side activities. They are (from left) ABs Glenn Miller, James Keith and John Grosskurth.



On the Vulcan Line Patriot are (from left) AB Fred Freeman, AB Paul Hackney, QMED Nick Somos and Bosun Ralph Gibbs. In the background are three other SIU ships, the Anderson, Gianella and Baugh.



The Phillips is ready for the loading of amphibious vehicles.



Red snapper and mahi-mahi are favorite catches from the stern of the Gianella.



The Pfc. William B. Baugh is ready for loading of military vehicles.



The Seafarers Pension Plan announces the retirement of 25 members this month. Sixteen of those signing off sailed in the deep sea division, while three sailed in the inland division. Six sailed in the Great Lakes division.

Recertified Steward **John C. Reed**, 73, is the oldest of the new pensioners. He and deck department member **Michael Masek** were active Seafarers longer than any of the other new retirees. Each joined the union in 1945.

Brief biographical sketches of Reed, Masek and the other new pensioners follow.

#### DEEP SEA



**VICTOR ARDOWSKI**, 65, joined the SIU in 1966 in the port of San Francisco. A native of South Plainfield, N.J., he sailed in the deck department. In 1979, Brother Ardowski completed the bosun recertification course at the Lundeberg School. He served in the Army from 1945 to 1957. Brother Ardowski has retired to Carson City, Nev.

**GEORGE ARMSTEAD**, 65, joined the Seafarers in 1966 in the port of Norfolk, Va. Born in Alabama, he sailed in the steward department. Brother Armstead served in the Navy from 1945 until 1965. He resides in Norfolk.

**RALPH BAKER**, 65, joined the union in 1963 in the port of Houston. He was born in Lancaster, Ohio and sailed in the deck department. Brother Baker upgraded at the Lundeberg School in 1974. He served in the Navy from 1945 to 1952. Brother Baker has retired to New Orleans.



**HERBERT BALLARD**, 58, joined the SIU in 1962 in the port of New York. The native of Peterstown, W. Va. sailed in the deck department. Brother Ballard served in the Navy from 1951 to 1954. He lives in Jacksonville, Fla.



**LORENZO BENNETT**, 65, joined the Seafarers in 1947 in the port of New Orleans. Born in Mobile, Ala., he sailed in the steward department. Brother Bennett served in the Army from 1945 to 1947. He has retired to Seattle.

**LAWRENCE BOSCO**, 61, joined the SIU in 1956 in his native New Orleans. He sailed in the deck department and in 1976 upgraded at the Lundeberg School. Brother Bosco served in the Army from 1947 to 1948. He resides in Slidell, La.



## 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.*



**JOHN CARNES**, 65, joined the Seafarers in 1966 in the port of New York. He was born in Kansas and sailed in the deck department. Brother Carnes served in the Army from 1952 to 1954. He has retired to South Korea.

**CHARLES DAWSON**, 64, joined the union in 1951 in the port of Seattle. In 1976 he completed the bosun recertification course at the Lundeberg School. Brother Dawson served in the Navy from 1946 to 1949. He lives in Marysville, Wash.

**ANTHONY EVANOSICH**, 63, joined the SIU in 1957 in his native Philadelphia. He sailed in the deck and engine departments. Brother Evanosich has retired to San Francisco.



**CATALINO GONZALEZ**, 68, joined the Seafarers in 1968 in the port of New York. Born in Puerto Rico, he sailed in the engine department. Brother Gonzalez served in the Army from 1945 until 1954. He still calls Puerto Rico home.



**MANFRED LEUSCHNER**, 57, joined the union in 1965 in the port of New York. A native of Dresden, Germany, he sailed in the deck department. Brother Leuschner has retired to New York.



**MICHAEL MASEK**, 68, joined the SIU in 1945 in the port of New York. The New Jersey native sailed in the deck department and in 1985 upgraded at the Lundeberg School. Brother Masek served in the Navy from 1941 to 1942. He resides in Hazlet, N.J.



**JACK PARSLEY**, 56, joined the Seafarers in 1971 in the port of Jacksonville, Fla. Born in West Virginia, he sailed in the engine department. Brother Parsley served in the Navy from 1951 to 1955. He lives in Ponte Vedra, Fla.



**JOHN C. REED**, 73, joined the SIU in 1945 in the port of New York. A native of Montana, he completed the steward recertification course at the Lundeberg School in 1981. Brother Reed has retired to Des Moines, Iowa.



**JOSEPH SAN FILIPPO**, 65, joined the Seafarers in 1946 in the port of New York. Born in Massachusetts, he sailed in the deck department. Brother San Filippo completed the bosun recertification course at the Lundeberg School in 1976. He served in the Navy from 1944 to 1946. Brother San Filippo sailed during World War II, the Korean conflict, the Vietnam War and Operation Desert Storm. He has retired to San Francisco.

**SIDNEY WILSON**, 63, joined the union in 1946 in the port of Mobile, Ala. The Mississippi native sailed in the steward department. Brother Wilson served in the Army from 1951 to 1953. He resides in Seattle.



#### INLAND

**WILLIAM CARTWRIGHT**, 62, joined the union in 1961 in his native Sault St. Marie, Mich. He sailed in the deck department and was a union steward on numerous dredges. Boatman Cartwright still calls Sault St. Marie home.



**PAUL LATIOLAIS**, 62, joined the Seafarers in 1964 in the port of Port Arthur, Texas. He was born in Breaux Bridge, La. and sailed most recently as a captain. Boatman Latiolais has retired to his native Breaux Bridge.



**ROBERT WATSON**, 62, joined the union in 1970 in his native Philadelphia. He sailed as a tanker-man. Boatman Watson still calls Philadelphia home.

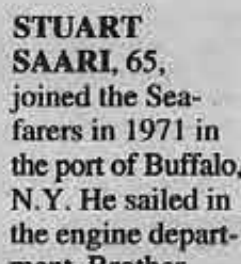
#### GREAT LAKES

**ALTON BOYD**, 65, joined the Seafarers in 1957 in the port of Detroit. Born in North Carolina, he sailed in the deck department. Brother Boyd upgraded at the Lundeberg School in 1980. He lives in Elkin, N.C.



**ARNOLD HEATHERLY**, 65, joined the union in 1964 in the port of Detroit. A native of LaFollette, Tenn., he sailed in the deck department. Brother Heatherly served in the Navy from 1945 to 1946. He resides in LaFollette.

**MERTON LYONS**, 64, joined the Seafarers in 1949 in the port of Detroit. A native of Alpena, Mich., he sailed in the deck department. Brother Lyons still calls Alpena home.



**STUART SAARI**, 65, joined the Seafarers in 1971 in the port of Buffalo, N.Y. He sailed in the engine department. Brother Saari served in the Army from 1950 to 1952. He has retired to Detroit.

**JOSEPH SCHEFKE**, 55, joined the SIU in 1960 in the port of Detroit. The native of Michigan sailed in the steward department. Brother Schefke has retired to Rogers City, Mich.



**RODNEY SCHULE**, 65, joined the Seafarers in 1953 in the port of Cleveland. A native of Minnesota, he sailed in the deck department. Brother Schule lives in Bradenton, Fla.

#### CORRECTION

The May issue of the Seafarers LOG contained incorrect information about new pensioner **Luther Myrex**. Brother Myrex completed the bosun recertification course at the Lundeberg School in 1975.



#### When in Egypt...



On a recent stopover of the Cape Clear in Cairo, Egypt, Oiler Richard L. Rodgers took the time to check out the local countryside... by camel.



## 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.

**AMERICAN FALCON** (Crowley Caribbean Transport), January 18 — Deck Delegate **Charles Quale**, Engine Delegate **Kevin Gordon**. No beefs or disputed OT reported. Crew extended vote of thanks to steward department.

**CHARLESTON** (Apex Marine), February 15 — Chairman **Tony Malen**, Secretary **Robert Bright**. Chairman announced payoff. Educational director encouraged members to upgrade at Lundeborg School and donate to SPAD. No beefs or disputed OT reported. Crew suggested contracts department look into changing SIU pension plan to increase maximum monthly payment for members with at least 30 years in union. Galley items need repair.

**CONSTELLATION** (Maersk Lines), February 25 — Chairman **Salvatore Cicilia**, Secretary **B. Tyler**, Educational Director **K. Jones**, Deck Delegate **E. Sanders**, Steward Delegate **L. Packnett**. Chairman urged members to upgrade at Lundeborg School whenever possible. Treasurer reported \$615.33 in ship's fund. No beefs or disputed OT reported. Crew expressed great satisfaction with meals. Crew noted each person is responsible for returning exercise equipment to proper places. Crew requests company replace one washing machine which keeps breaking down. Next port: Darwin, Australia.

**OVERSEAS OHIO** (Maritime Overseas), February 16 — Chairman **Ben Born**, Secretary **Earl Gray**, Educational Director **B. Elliott**, Engine Delegate **Eric Hyson**, Steward Delegate **A. Langlois**. Chairman discussed importance of recently enacted U.S.-Flag Cruise Ship Competitiveness law. He discussed SIU loan to MEBA-PCD and why it was right thing to do. Educational director advised members to take advantage of educational facilities at Piney Point, Md. Deck and steward delegates reported disputed OT. No beefs or disputed OT reported by engine delegate. Crew discussed shortage of stores. Crew thanked galley gang for good work. Crew recommended ship be sprayed for insects at layup.

**OVERSEAS OHIO** (Maritime Overseas), February 27 — Chairman **Ben Born**, Secretary **Earl Gray**, Educational Director **B. Elliott**, Deck Delegate **James Bishop**, Engine Delegate **Eric Hyson**, Steward Delegate **Kedrick Jackson**. Educational director advised mem-

bers to take advantage of upgrading facilities at Piney Point, Md. No beefs or disputed OT reported. Crew was reminded to put plastic trash in proper receptacles. Crew gave vote of thanks to steward department.

**USNS SILAS BENT** (Mar Ship Operators), February 1 — Chairman **Robert Vazquez**, Secretary **Sharon Ortiz**, Deck Delegate **Richard Holt**, Engine Delegate **C. Coots**, Steward Delegate **Richard Hokanson**. Treasurer reported \$280 in ship's fund. No beefs or disputed OT reported. Steward department thanked crew for keeping messhall clean. Chairman conveyed thanks to galley gang for their efforts on Thanksgiving and Christmas. Next port: Portland, Ore.

**USNS WYMAN** (Mar Ship Operators), February 9 — Chairman **Larry Winstead**, Secretary **Michael Pooler**, Deck Delegate **Chris Maye**, Engine Delegate **R. Micklos**, Steward Delegate **Joseph Gallo Jr.** Chairman reported beef. Treasurer reported \$200 in ship's fund. Steward delegate thanked other departments for help with stores in Barbados. No other beefs or disputed OT reported. Chairman thanked steward department for doing good job with stores that were available.

**AMERICAN EAGLE** (Pacific Gulf Marine), March 15 — Chairman **Billy Eastwood**, Secretary **M. Baker**, Educational Director **A. Dimas**, Deck Delegate **Harold Berggren**, Steward Delegate **Enrique Agosto**. Educational director urged all hands to upgrade at Lundeborg School. No beefs or disputed OT reported. Crew asked contracts department for clarification on sanitary duties. Crew gave vote of confidence to galley gang.

**CAPE FAREWELL** (International Marine Carriers), March 25 — Chairman **James Deano**, Secretary **Mohamed Abdelfattah**, Educational Director **Robert O'Brien**, Deck Delegate **B. Miranda**, Engine Delegate **George Thompson**, Steward Delegate **R. DeMont**. Secretary reported everything running smoothly. No beefs or disputed OT reported.

**CHARLESTON** (Apex Marine), March 8 — Chairman **Tony Malen**, Secretary **Robert Bright**. Chairman announced payoff. Secretary reported beef. No beefs or disputed OT reported by department delegates. Crew asked contracts department to advise on how member may collect for transportation from Norfolk, Va. to Wilmington, N.C.

**DIAMOND STATE** (IOM), March 29 — Chairman **Steven Kastel**, Secretary **Leslie Prophet**, Educational Director **Chris Compton**, Deck Delegate **Bill Rackley**, Steward Delegate **M. Ortiz**. Chairman reported crew lounge needs new TV and new furniture. He advised members who need to see dentist or doctor in Saudi Arabia to report to third mate with passports and z-cards. Educational director urged members to upgrade at Lundeborg School, noting that upgrading is fun as well as educational. Deck and engine delegates reported beefs. No beefs or disputed OT reported by steward delegate.

**GUAYAMA** (Puerto Rico Marine), March 29 — Secretary **William Williams**. Educational director urged members to upgrade at Lundeborg School as soon as possible. Deck delegate asked contracts department for clarification on payment for port time in Jacksonville,

Fla. No beefs or disputed OT reported. Crew thanked steward department for great meals and clean ship. Next port: San Juan, P.R.

**NEDLOYD HOLLAND** (Sea-Land Service), March 15 — Chairman **Fred Goethe**, Secretary **J. McGill**, Educational Director **Angel Mercado**, Engine Delegate **E. Young**. Chairman asked everyone to donate to SPAD and vote in this year's elections. No beefs or disputed OT reported. Crew noted VCR needs repair or replacement.

**SGT. MATEJ KOCAK** (Waterman Steamship), March 8 — Chairman **Angelo Urti**, Secretary **L. Gamble**, Educational Director **D. Peterson**, Deck

**SEA-LAND HAWAII** (Sea-Land Service), March 15 — Chairman **L. Vasquez**, Secretary **G. Bronson**, Educational Director **David Gordius**, Deck Delegate **Tar Ahmed**, Engine Delegate **D. Ragucci**, Steward Delegate **R. DeWitt**. Secretary said the time is now to upgrade at Lundeborg School. No beefs or disputed OT reported. Next port: Oakland, Calif.

**SEA-LAND LIBERATOR** (Sea-Land Service), March 21 — Chairman **Sonny Herrera**, Secretary **R. Williams**, Steward Delegate **L. St. Julein**. No beefs or disputed OT reported. Crew thanked steward department for good food and good service. Next port: Oakland, Calif.

### Shipshape Silas Bent



The deck crew of the USNS Silas Bent takes a quick break while in the throes of a recent Coast Guard vessel inspection.

Delegate **George Dean Sr.**, Engine Delegate **Robert Hines**, Steward Delegate **Audrey Brown**. Chairman announced payoff scheduled for Jacksonville, Fla. Educational director stressed importance of upgrading at Lundeborg School. Deck delegate reported earlier meeting of deck personnel, who discussed safety, SIU constitution and other items. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew thanked steward department for good job. Crew discussed importance of reading SIU constitution and every issue of Seafarers LOG.

**LNG LIBRA** (ETC), March 22 — Chairman **J. Rhodes**, Secretary **W. Schmale**, Educational Director **B. Smith**, Deck Delegate **F. Smith**, Engine Delegate **T. Van Pelt**. Educational director reminded all members to upgrade at Lundeborg School. No beefs or disputed OT reported. Crew observed one minute of silence in memory of departed brothers.

**OMI DYNACHEM** (OMI Corp.), March 31 — Chairman **Larry Kunc**, Secretary **Steve Wagner**, Educational Director **O. Jones**, Deck Delegate **Rodney Pence**, Engine Delegate **Louis Garcia**, Steward Delegate **J. Guity**. Chairman discussed double hulls being mandatory by 1995. He noted U.S. seamen are subject to random drug testing and no-alcohol policy while foreign ships are not subject to same rules even while in U.S. ports. He reminded members to keep plastics separated from other trash. Chairman also discussed importance of buying American-made products. Treasurer reported \$198 in movie fund. No beefs or disputed OT reported. Crew gave vote of thanks to galley gang. Next port: Jacksonville, Fla.

**OMI SACRAMENTO** (OMI Corp.), March 29 — Chairman **Ray Gorju**, Secretary **John Darrow**, Educational Director **V. Lemon**, Deck Delegate **Charles Foley**, Engine Delegate **E. Welch**, Steward Delegate **Donna DeCesare**. Chairman noted importance of upgrading at Lundeborg School. No beefs or disputed OT reported. Crew asked contracts department to have coastwise transportation reduced to four months instead of the six months in new contract. Next port: Lake Charles, La.

**SEA-LAND QUALITY** (Sea-Land Service), March 29 — Chairman **Carmin Bova**, Secretary **T. Smith**, Educational Director **Kenneth Linah**. Deck delegate reported one hour of disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew thanked galley gang for helping with trash. Next port: Charleston, S.C.

**SEA-LAND SPIRIT** (Sea-Land Service), March 29 — Chairman **John Schoenstein**, Secretary **J. Laxamana**, Educational Director **F. Clotter**, Engine Delegate **Kaleb Yafai**, Steward Delegate **Jasper Jackson**. Treasurer reported \$400 in ship's fund. Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegates. Next port: Long Beach, Calif.

**SEA-LAND TRADER** (Sea-Land Service), March 29 — Chairman **L. Watson**, Secretary **J. Johnson**, Educational Director **R. Risbeck**. No beefs or disputed OT reported. Crew thanked steward department for job well done.

**USNS CLEVELAND** (Sealift Inc.), March 11 — Chairman **F. Kahn**, Secretary **R. DeBoissiere**, Educational Director **Dale Race**, Deck Delegate **David Park**, Steward Delegate **C. Willey**. Chairman noted smooth trip. No beefs or disputed OT reported. Crewmembers from each department exchanged votes of thanks and expressed satisfaction with each other's work and conduct. Crew especially thanked "old timers" Bosun Kahn, Chief Steward DeBoissiere and Chief Cook Willey. Next port: Lake Charles, La.

**USNS WYMAN** (Mar Ship Operators), March 1 — Chairman **C. Winstead**, Secretary **Michael Pooler**, Deck Delegate **Chris Maye**, Steward Delegate **J. Gallo Jr.** Chairman noted consistent shortage of stores and thanked crew for pulling together under trying circumstances. Treasurer reported \$200 in ship's fund. No beefs or disputed OT reported. Deck and engine delegates thanked galley gang for their efforts.

**AMERICAN CORMORANT** (Pacific Gulf Marine), April 5 — Chairman **V. Huelett**, Secretary **D. Goggins**, Deck

### A Fresh Coat of Paint



Bosun William Jefferson keeps the Overseas Harriette in tip-top shape while in layup.

Continued on page 24



## Ships Digest

Continued from page 23

Delegate Nick McKnett, Engine Delegate K. Crouse. Chairman advised all B and C books to upgrade at Lundeborg School. Educational director reiterated importance of upgrading at Piney Point. No beefs or disputed OT reported. Crew thanked steward department — Steward Goggins, Chief Cook Gualberto Molino and GSU Patrick Carter — for fine job.

**BUYER** (OMI Corp.), April 13 — Chairman Allan Hitt, Secretary F. Orlando, Educational Director D. Christian, Steward Delegate C. Wilson. No beefs or disputed OT reported. Chairman explained importance of SPAD and MDL. Crewmembers were asked to keep noise minimal in passageways.

**CAPE CARTHAGE** (AMSEA), April 9 — Chairman T. Banks, Secretary E. Schein, Educational Director W. Thomas. Chairman urged members to upgrade at Lundeborg School as soon as possible. No beefs or disputed OT reported by department delegates, but crew as a whole reported several beefs, including no mail received during two-month period which included several weeks in port. Crew gave vote of thanks to steward department. Next port: Sunny Point, N.C.

**CAPE HUDSON** (IOM), April 5 — Chairman Eddy Stwaerd, Secretary Humberto Ortiz, Educational Director L. Daniels, Deck Delegate Michael Stern, Engine Delegate Jerry Miller. No beefs or disputed OT reported. Secretary noted importance of SPAD and upgrading at Lundeborg School.

**CHARLESTON** (Apex Marine), April 5 — Chairman Tony Malen, Secretary Robert Bright. Chairman announced payoff. No beefs or disputed OT reported by department delegates. Secretary reported beef.

**CONSTELLATION** (Maersk Lines), April 23 — Chairman Salvatore Ciciulla, Secretary B. Tyler, Educational Director K. Jones, Deck Delegate Everette Sanders, Engine Delegate K. Jones, Steward Delegate Lionell Packnett. Treasurer reported \$685.33 in ship's fund. No beefs or disputed OT reported. Crew requests that washing machine be repaired or replaced in Oakland, Calif. Dryers also need repair. Next port: Pearl Harbor, Hawaii.

**JULIUS HAMMER** (Ocean Shipholding), April 9 — Chairman B. Gordon, Secretary J. Johnson, Educational Director R. Kurpeski. Educational director recommended members upgrade at Lun-

deberg School as soon as possible. No beefs or disputed OT reported. Crew thanked galley gang for great meals. Crew sighted four Cuban refugees en route to St. Eustache, Canada, and subsequently tied their raft alongside Hammer and waited for Coast Guard.

**NEDLLOYD HOLLAND** (Sea-Land Service), April 19 — Chairman Fred Goethe, Secretary J. McGill, Educational Director Don Bush, Steward Delegate C. Hendricks. Chairman welcomed Bob Hall, Augie Tellez and Kermet Mangram to their new posts in the union. No beefs or disputed OT reported.

**HUMACAO** (Puerto Rico Marine), April 5 — Chairman L. Rodriguez, Secretary L. Gonzalez, Educational Director W. Turner, Steward Delegate M. Robles. Chairman reported smooth trip and announced payoff. No beefs or disputed OT reported. Crew thanked galley gang for job well done. Next port: Elizabeth, N.J.

**ITB GROTON** (Sheridan Transportation), April 5 — Chairman Neil Matthey, Secretary M. DeLoatch, Educational Director R. Natoli, Deck Delegate Phil Poole, Engine Delegate Ahmed Salim, Steward Delegate Michael Hammock. Chairman announced payoff scheduled for Stapleton, N.Y. He thanked crew for smooth voyage. He noted importance of donating to SPAD and reading Seafarers LOG. Secretary thanked crew for keeping messhall clean. Educational director urged members to upgrade at Lundeborg School. No beefs or disputed OT reported. Crew thanked steward department for excellent food and the best homemade pizza.

**ITB MOBILE** (Sheridan Transportation), April 1 — Chairman Sonny Pinkham, Secretary Pedro Sellan, Educational Director J. Pazos, Deck Delegate R. Paradise, Engine Delegate F. Talley, Steward Delegate T. Quammie. Chairman thanked everyone for cooperation. Educational director urged members to upgrade at Lundeborg School. He stressed importance of SPAD and how donations help ensure a better tomorrow in maritime industry. Engine and steward delegates reported disputed OT. No beefs or disputed OT reported by deck delegate. Crew welcomed Augie Tellez and Kermet Mangram to their new posts in the union. Next port: Stapleton, N.Y.

**ITB NEW YORK** (Sheridan Transportation), April 5 — Chairman B. Carrano, Secretary J. Iverson, Educational Director Charles Lore. Educational director discussed importance of reading Seafarers LOG and upgrading at Lundeborg School. No beefs or disputed OT reported. Next port: St. Croix, N.Y.

**LIBERTY SUN** (Liberty Maritime), April 12 — Chairman Perry Greenwood, Secretary F.L. Washington Sr., Educational Director Ed Major, Deck Delegate Juan Castillo, Engine Delegate John Whitley, Steward Delegate Nee Tran. Chairman announced payoff. No beefs or disputed OT reported.

**LNG ARIES** (ETC), April 5 — Chairman R. Suy, Secretary J. Gibbons, Educational Director R. McInzie. Chairman reported ETC official visited vessel and was pleased with ship's cleanliness. Chairman conveyed crew's welcome to Augie Tellez, Bob Hall and Kermet Mangram as they assume new positions in the union. Educational director gave vote of thanks to LOG for being informative. He pointed out upgrading application available in LOG and encouraged all members to upgrade at Lundeborg School. No beefs or disputed OT reported. Crew thanked steward department. Next port: Nagasaki, Japan.

**LNG CAPRICORN** (ETC), April 12 — Chairman A. Waters, Secretary F. Ostendarp, Educational Director Robert Hamilton, Deck Delegate William Rios, Engine Delegate W. Sullivan Jr., Steward Delegate F. Martin. Educational director urged members to upgrade at

Lundeborg School as soon as possible. Treasurer reported \$475 in ship's fund. No beefs or disputed OT reported. Crew finally getting new reefer box for messhall.

**RICHARD G. MATTHIESEN** (Ocean Shipholding), April 12 — Chairman James Martin, Secretary James Swart, Educational Director Donald Leight, Deck Delegate Marc Taylor, Engine Delegate Robert Gaglioti, Steward Delegate Plurinus Ordansa. No beefs or disputed OT reported. Crew discussed importance of SPAD and MDL. Crew thanked galley gang for job well done. Next port: San Diego.

**NUEVO SAN JUAN** (Puerto Rico Marine), April 22 — Chairman Angel Camacho, Secretary R. Fagan, Educational Director C. Gallagher. No beefs or disputed OT reported. Crew thanked steward department — Chief Steward Fagan, Chief Cook Gary Lackey and Messmen Virgilio Rivera and Anthony Colon — for job well done.

**Junius Williams, Jr.**, Steward Delegate Mohamed Hussein. Educational director encouraged members to upgrade at Lundeborg School. No beefs or disputed OT reported.

**OVERSEAS ALASKA** (Maritime Overseas), April 5 — Chairman Dan Teichman, Secretary Florencio Nieves Jr., Educational Director Darrel Hunts, Deck Delegate Jeffrey Kass, Engine Delegate Gary Carter, Steward Delegate Veronica Cardenas. Chairman encouraged all members to take advantage of upgrading opportunities at Lundeborg School. He reminded members to keep vessel clean and keep plastics in proper containers. He conveyed thanks in behalf of entire crew to galley gang for job well done. No beefs or disputed OT reported. Ship's hot water system needs repair. Ship needs new microwave oven and TV.

**OVERSEAS ALICE** (Maritime Overseas), April 28 — Chairman Steven Copeland, Secretary E. Porter, Deck Delegate Rick Wiemer, Engine

## Talkin' Union on the Cornelius



Union meetings give Adam E. Cornelius crewmembers an opportunity to square away contractual matters and to discuss the SIU's policies and programs.

**PFC EUGENE OBREGON** (Waterman Steamship), April 11 — Chairman Thomas Bonner, Secretary Patrick Helton, Educational Director Charles Clackley, Deck Delegate Reeves Hornby, Engine Delegate John McCabe, Steward Delegate Albert Hendricks. Educational director noted importance of upgrading at Lundeborg School, particularly in light of postwar shipping slow down. No beefs or disputed OT reported. Crew extended vote of thanks to galley gang. Next port: Panama City, Fla.

**OMI CHAMPION** (OMI Corp.), April 2 — Chairman Jim Scheck, Secretary Alexander Reyer, Educational Director R. Prim, Deck Delegate R. Fife, Engine Delegate Wilbert Miles, Steward Delegate Charles Gooch. Engine delegate reported beef. No beefs or disputed OT reported by deck or steward delegates. Refrigerator for crew mess and mattresses have been ordered. Next port: Port Everglades, Fla.

**OMI DYNACHEM** (OMI Corp.), April 26 — Chairman Larry Kunc, Secretary Steve Wagner, Educational Director Ocie Jones, Deck Delegate Raymond Snow, Engine Delegate Rick Ramirez, Steward Delegate Julio Guity. Secretary asked contracts department for clarification on steward department OT for room sanitary. Treasurer reported \$163 in movie fund. No beefs or disputed OT reported. Crew voted to restrict smoking during meal hours. Crew gave vote of thanks to steward department. Next port: Long Beach, Calif.

**OMI LEADER** (OMI Corp.), April 26 — Chairman Antonios Triakoglou, Secretary Lee Frazier, Engine Delegate

Delegate S. Norman, Steward Delegate G. Shinholster. Treasurer reported \$200 in ship's fund. No beefs or disputed OT reported. Order for new lounge furniture was placed one year ago, but furniture still has not arrived. Crew gave vote of thanks to steward department for job well done.

**OVERSEAS ARCTIC** (Maritime Overseas), April 5 — Chairman John Little, Jr., Secretary William Perry, Deck Delegate Ernest Zepeda, Engine Delegate Andrew Lopez, Steward Delegate Daniel Payne. No beefs or disputed OT reported.

**OVERSEAS JOYCE** (Maritime Overseas), April 4 — Chairman R. Bradford, Secretary Pablo Alvarez. Chairman announced payoff scheduled for Portland, Ore. Secretary encouraged members to donate to SPAD and upgrade at Lundeborg School. No beefs or disputed OT reported. Chairman reminded members to read contract agreement for each ship. Crew thanked steward department for cookout. GSU Walter Mixon (class 493) thanked Chief Steward Alvarez for support during his first voyage.

**OVERSEAS MARILYN** (Maritime Overseas), April 5 — Chairman M. Galliano, Secretary Carroll Kenny, Deck Delegate Steve Fabritsis, Engine Delegate Kelly Mayo, Steward Delegate John Arvanites. Chairman reported captain thanks crew for 27 trouble-free days in Africa. He noted Voting Assistance Guide is in crew lounge. Deck and steward delegates reported disputed OT.

## Prepare for Landing



The landing team aboard the Adam E. Cornelius prepares for docking in Fairport Harbor, Ohio.

Continued on page 26



## Varied Tasks Keep Constitution Deck Gang on the Go

Bosun Louie Zizzo makes sure the deck gang aboard the SS Constitution stays busy. With maintenance, cleaning, navigation, safety drills and other duties, besides the almost daily docking and undocking details, that is not hard for Zizzo to do.

"The crew on here knows what is expected of them," stated Zizzo, a 1972 graduate of the Seafarers Harry Lundeberg School of Seamanship. "We get to tie up more often than a container (ship) or tanker, but that does not mean more shore time. Being on a passenger ship, we have to constantly work to keep the Connie safe and beautiful," added the bosun aboard the American Hawaii Cruises vessel since 1985.

One member who knows about the many duties expected of a deck department member is AB/Maintenance Rene Gobico. Details for him—and others—while the Constitution is docked include painting the hull, scrubbing the stacks and maintaining lifeboats.

The native Hawaiian is known as a jack of all trades on the ship. Besides handling the thrusters during docking and departure operations, Gobico can be found wherever work is to be done.

"I enjoy being aboard," Gobico noted. "It gives me a chance to work on all of my skills."

AB/Watchman John Hutchinson is taking advantage of learning everything he can after upgrading from ordinary seaman. The job on the cruise liner is his first as an able bodied seaman.

Hutchinson signed on shortly before his birthday. "This is a lot of fun and the guys are helping me learn," he told a reporter for the Seafarers LOG. "A year ago, I was on Gibraltar headed for war on my birthday. This year, Hawaii."

The graduate of Lundeberg School Class 446 said he much preferred having leis thrown by passengers flying over his head than to have Iraqi SCUD missiles whistling by as he experienced on the Cape Horn in the Persian Gulf. "Don't get me wrong, we work hard. It just isn't as stressful as having missiles fly over."



Night lookout is an important safety job handled by OS Paul Fehling on board the Constitution.



The pride of the deck gang is their 145-gallon salt water aquarium. Members capture fish off different islands for the tank. In front of it are (left to right) Bosun Louie Zizzo, OS/Watchman Joe Whalen and Bosun/Mate Greg Johnson.



The deck department celebrates the birthday of Deck/Engine Yeoman Kim Parzych.



AB/Watchman Darren Bates handles the wheel as Third Mate Chris Best issues orders.



AB/Watchman John Hutchinson keeps an eye on passengers using the gangway.



AB/Watchman David Salentre keeps the Constitution on a true course.



Making sure the ship's deck is spotless is OS/Maintenance Andy Self.



Scrubbing the stacks while the ship is docked is AB/Maintenance Rene Gobico.



The anchor chains remain white through the efforts of OS Darin Millikan.



OS/Hotel Painter Rick Gordon hustles trash from a work area.



AB Kevin Kellum heads for his next painting assignment.



## Ships Digest

Continued from page 24

No beefs or disputed OT reported by engine delegate. Crew asked contracts department to seek increase in maintenance and cure daily rate. Crew thanked galley gang for excellent food and service.

**OVERSEAS NEW ORLEANS**

(Maritime Overseas), April 12 — Chairman M. Zepeda, Secretary A. Todd, Educational Director G. Castro, Deck Delegate Ali Shaibi, Steward Delegate P.J. Lambis. Chairman announced payoff and thanked everyone for job well done in preparing ship for dry dock. Officers and crew thank and congratulate steward department for job well done. Educational director advised everyone to take advantage of Paul Hall Center and upgrade as often as possible. No beefs or disputed OT reported.

**SEA-LAND CHALLENGER** (Sea-Land Service), April 5 — Chairman Roy Williams, Secretary H. Scypes, Educational Director Eddie Johnson, Deck Delegate Fred Collins, Engine Delegate Juan Guaris, Steward Delegate Jose Ortiz. Chairman announced payoff scheduled for Elizabeth, N.J. No beefs or disputed OT reported. Crew thanked galley gang for good work. Steward department thanked deck and engine departments for help with cookout.

**SEA-LAND DEFENDER** (Sea-Land Service), April 12 — Chairman Joe Al-lelula, Secretary John Alamar, Educational Director Dan Dean, Deck Delegate William Murphy. No beefs or disputed OT reported. Crew asked contracts department to seek increase in dental and optical benefits. Next port: Oakland, Calif.

**SEA-LAND ENTERPRISE** (Sea-Land Service), April 5 — Chairman Elex Cary, Jr., Secretary Sharon Ortiz, Educational Director Joseph Ortiz Jr., Deck Delegate LeRoy Cope, Engine Delegate B. Wright, Steward Delegate Paul Grier. Chairman explained procedures for obtaining absentee ballots. Secretary thanked crew for helping keep lounges and messhalls tidy. No beefs or disputed OT reported. Repair list has been circulated. Crew wants ice cream cones and more burritos. Crew thanked steward department for job well done. Next port: Tacoma, Wash.

**SEA-LAND EXPLORER** (Sea-Land Service), April 19 — Chairman Jack Kingsley, Secretary S. Ghani, Educational Director Sonny Acosta, Deck Delegate Jabez Pegg, Engine Delegate Edward Jansen, Steward Delegate Inicenco Fontelera. No beefs or disputed OT reported. Order sent in for new mattresses and pillows. Next port: Long Beach, Calif.

**SEA-LAND INDEPENDENCE** (Sea-Land Service), April 12 — Chairman Pat Gallagher, Secretary J. Weed, Educational Director Irwin Rousseau, Deck Delegate Peter Bean, Engine Delegate Michael Novak, Steward Delegate Ernest Dumont. Educational director urged members to upgrade at Lundeberg School, read Seafarers LOG and donate to SPAD. Treasurer reported \$124.50 in ship's fund. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crewmembers would like company to provide foul-weather gear for deck department.

**SEA-LAND INNOVATOR** (Sea-Land Service), April 18 — Chairman Claude Dockrey, Secretary Jose Bayani, Educational Director B. Francisco, Deck Delegate George Fries, Engine Delegate Robert Lee, Steward Delegate Cesar Lago. Chairman reported smooth sailing and thanked galley gang for serving good, hot meals all the time. Secretary thanked unlicensed crew for helping

keep ship clean. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Next port: Long Beach, Calif.

**SEA-LAND NAVIGATOR** (Sea-Land Service), April 12 — Chairman Werner Becher, Secretary Rudolf Spingat, Educational Director W. Stevens, Deck Delegate Richard Smith, Engine Delegate Mohamed Andulla, Steward Delegate Virgilio Hoffman. Educational director urged members to upgrade at Lundeberg School for better jobs in the future. No beefs or disputed OT reported. Next port: Tacoma, Wash.

**SEA-LAND PATRIOT** (Sea-Land Service), April 4 — Chairman R. Garcia, Secretary J. Russell, Educational Director G. Pollard Lowsley, Engine Delegate B. Leyva, Steward Delegate A. Ali. Chairman urged everyone to register and vote. He discussed Sea-Land and APL initiative to bring about new maritime policy. He noted importance of SPAD dollars. Educational director urged members to upgrade at Lundeberg School and donate to SPAD. No beefs or disputed OT reported. Crew thanked galley gang for good work. Next port: Oakland, Calif.

**SEA-LAND RELIANCE** (Sea-Land Service), April 18 — Chairman R. McGonagle, Secretary L. Lightfoot, Educational Director M. Miller, Deck Delegate R. Young, Engine Delegate Lorie Christmas, Steward Delegate Dennis Skretta. Crew reminded that oil-soaked rags and plastic will be dropped off in Oakland, Calif. Chairman thanked crew for smooth voyage. Secretary noted upgrading forms are available on vessel and encouraged everyone to vote. Educational director advised crew to think about safety when working or walking outside of house. No beefs or disputed OT reported. Crew thanked galley gang for fine food. Next port: Tacoma, Wash.

**SEA-LAND VOYAGER** (Sea-Land Service), April 19 — Chairman J. Colson, Secretary C. Gibson, Educational Director W. Hatchel, Engine Delegate Samuel Johnson, Steward Delegate Gary Loftin. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Next port: Tokyo.

**SEALIFT ANTARCTICA** (International Marine Carriers), April 14 — Chairman Ron Huyett, Secretary Jerome Hawkins, Educational Director David Moore, Deck Delegate Russell Higbee, Engine Delegate James Beatty, Steward Delegate Larry Carranza. Educational director urged members to upgrade at Lundeberg School. Deck and steward delegates reported disputed OT. No beefs or disputed OT reported by engine delegate. Mattresses are on order.

**ULTRASEA** (American Maritime Transport), April 5 — Chairman Cesar Gutierrez, Secretary J. Jackson, Educational Director H. Bergerron, Deck Delegate R.G. Van Brant, Engine Delegate G. Cooper, Steward Delegate Isidro Santiago. Chairman noted smooth trip. Educational director urged members to upgrade at Lundeberg School. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew gave vote of thanks to galley gang. Crew observed one minute of silence in memory of departed brothers and sisters. Next port: New Orleans.

**USNS SILAS BENT** (Mar Ship Operators), April 5 — Chairman Robert Vazquez, Secretary D. Cook, Deck Delegate Peter Poree, Engine Delegate Fred Wruide, Steward Delegate Ron Drew. No beefs or disputed OT reported. Crew thanked steward department for outstanding barbecue on board vessel April 5. Crew trying to organize softball game for week vessel will be in port in Honolulu.

## Letters to the Editor

**Wash. State Vet Benefits**

I would like to inform all or any brother seamen that on May 17, 1991, Gov. Booth Gardner of Washington state signed into law a bill granting state's veterans rights to any merchant seaman... who sailed during the conflict years December 7, 1941 to August 15, 1945. They now qualify for that state's veterans rights. I should know; I'm the guy who successfully lobbied for them.

While in 1988 and still a resident in New Jersey, I was successful in getting bills introduced back there, and after just under four years of lobbying, on January 16, 1992, Gov. James Florio signed into law bills from both houses, A.1335 and S.2754.

[It's been a] long time coming, brothers, but well worth fighting for. I urge all brother seamen—both past and present and from any and all states—to request that their respective state governments do the same.

We are finally being recognized state-by-state for what we did back then. Keep it coming.  
Harold Schmidt  
Sequim, Wash.

↓ ↓ ↓

**Memorial to N.H. Veterans**

The Hampton Marine Memorial at Hampton Beach, N.H. memorializes New Hampshire veterans who died and were lost at sea during times of war.

The New Hampshire State Veterans Council, in cooperation with the New Hampshire Division of Parks and Recreation, seeks to identify members of the merchant marine (now designated as veterans) from New Hampshire who lost their lives at sea during World War II.

Conrad V. Moran, Director  
State Veterans Council  
Manchester, N.H.

Editor's note: Relatives or friends of veterans who qualify for inclusion on the Hampton Marine Memorial may contact the Veterans Council, 359 Lincoln St., Manchester, N.H. 03103, telephone (603) 624-9230.

**LOG-A-RHYTHMS****To Amy, On Her Birthday**

by Joel V. Smith

Where was I when you came here?  
On a monstrous ship, at sea.  
On the day of your birth, I circled the earth  
And you had no knowledge of me.

What were our separate persuasions?  
What All-Loving Hand held our flame?  
One borne toward the east on brine passion,  
One born into air on the same.

My day roared with power. And frantic,  
My turbines did swirl to create,  
A foaming white line on Atlantic;  
Where I fled from the voices of hate.

And your day was late-winter rainy,  
Though brightened with joy when you came.  
For Mother cried softly, "It's Amy!"  
And she bore you that beautiful name.

Though twenty-three years haven't freed me,  
And we're left with so little to share.  
In the unlikely event you might need me,  
I swear now, to God, I'll be there.

(Joel V. Smith sails from the port of Algonac as an oiler. He recently sailed aboard the J.A.W. Iglehart and the Sam Laud. His daughter, Amy, was born March 15, 1969.)

**Why I Love a Sailor**

by Emily A. Larson

My father was a sailor in the war of number two.  
His ship was bombed, young men died, it affected quite a few.

He lived to be a ripe old age until cancer took his life,  
But all my days I heard the tales of sailors and their strife.

It's no surprise to me at all, that a sailing man I chose,  
From him the cloth, a brother and a father share the woes.

My father sang the sailor's chants to me 'til I was grown.  
He wrote poems about the sunsets, now I sing and write alone.

There is no other man for me, but my husband for many years.  
So like my mother I will wait, sometimes in misty tears.

My love will always stay with him, no matter how far apart.  
It can never be replaced, it comes straight from my heart.

(Emily A. Larson is the wife of SIU member David V. Larson, wheelsman on the Kinsman Enterprise. This poem is dedicated to her father, Robert M. Wiley, who sailed on the USS Wasp and died March 21, 1990.)



# Lundeberg School Helps Seafarers Attain QMED Rating

The highest rating any unlicensed member of the engine department can reach is QMED-Any Rating. The Seafarers Harry Lundeberg School of Seamanship provides members with all the upgrading classes needed to reach the peak of the QMED ladder.

The SIU recognizes four classifications for QMEDs: I, II, III and IV. A QMED IV is the lowest rating of the group, while QMED I is the highest.

The Coast Guard also has an endorsement of "QMED-Any Rating." However, what the Coast Guard and SIU recognize as QMEDs differ greatly.

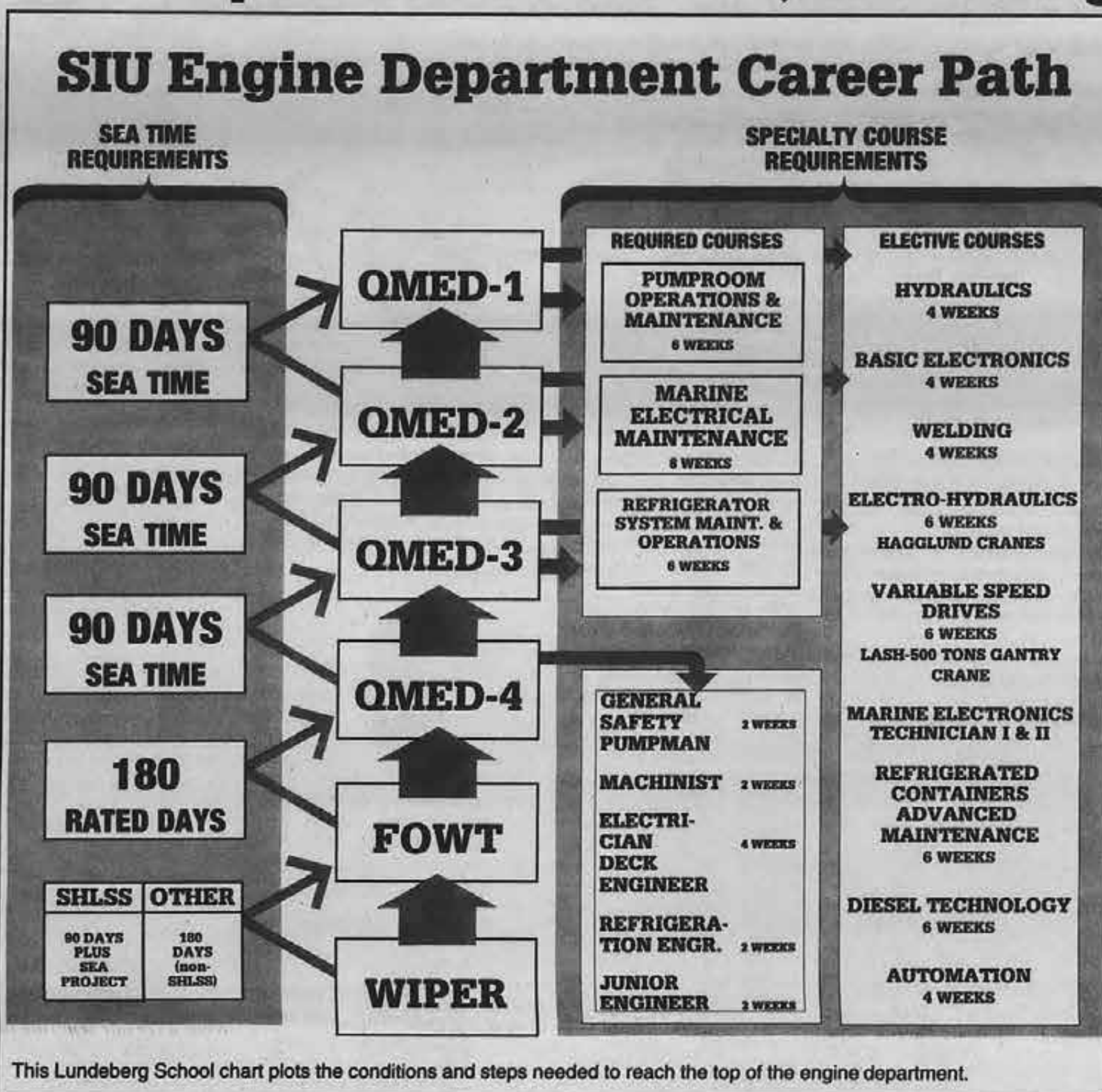
The Coast Guard provides the "QMED" classification on merchant mariner documents (z-cards) for any engine department rating above wiper. Thus, anyone with the rating of fireman/watertender, oiler, pumpman, machinist, electrician, deck engineer, refrigeration engineer or junior engineer is considered a "QMED" by the federal agency.

To be considered a QMED by the SIU requires members to successfully complete three steps. First, a Seafarer must have a minimum of 180 days rated time in the engine department. This qualifies the member to be tested for QMED endorsement ratings.

Second, a Seafarer must pass a battery of tests. The tests include those for Coast Guard general safety (firefighting, first aid, oil pollution prevention and emergency equipment), fireman/watertender, oiler, pumpman, machinist, electrician, deck engineer, refrigeration engineer and junior engineer.

Finally, a member must obtain the deck engine mechanic rating. To acquire the rating, which does not include a Coast Guard exam, a Seafarer has three paths to follow. A member may serve six months as a junior engineer on a steam vessel of more than 4,000 horsepower, or successfully complete four weeks of training in the engine department of an automated steam vessel of more than 4,000 horsepower, or successfully complete a deck engine mechanic course approved by the Coast Guard.

The Lundeberg School's 12-week QMED-Any Rating course is a Coast Guard-approved deck engine



This Lundeberg School chart plots the conditions and steps needed to reach the top of the engine department.

mechanic course. Upon graduation from the course, a member also receives the Coast Guard endorsement of QMED-Any Rating.

The school's QMED-Any Rating course specifically is designed to teach the material needed to pass the seven Coast Guard endorsement examinations to qualify for the rating. To augment the knowledge gained through the course and the Coast Guard testing, the school offers advanced specialty courses.

Students in some of the classes receive hands-on training ap-

proximately 80 percent of the time with the remainder spent in classroom situations.

In 1981, the SIU through the Lundeberg School instituted its classifications for QMEDs. This system allows a QMED to increase his engineroom skills which in turn brings higher wages.

All SIU members who have a QMED rating but have not attained the QMED I rating must upgrade annually taking one required and one elective course until reaching the level. This went into effect in 1990

following a Seafarers Appeals Board ruling.

To move from one QMED level to another, like QMED IV to QMED III, a member has to successfully complete one required specialty course and one elective specialty course. The list of all these courses can be found on the chart above.

Any Seafarer seeking more information on the QMED program should call the Lundeberg School's admissions office at (301) 994-0010.

## Plan Now for a Summer Vacation at Piney Point

Summer is fast approaching, leaving little time to make final vacation plans. But SIU members and their families need look no further than the Paul Hall Center for Maritime Training and Education, the complex embodying the Harry Lundeberg School of Seamanship in Piney Point, Md.

A vacation stay at the Lundeberg School is limited to two weeks per family. The cost per member is \$40.40 per day. An additional fee of \$9.45 per day is charged for the Seafarer's spouse and for each child (there is no charge for children under the age of 12). This price includes all meals.

### Activities at the School

Piney Point vacationers can enjoy comfortable accommodations, use of the school's recreational activities (including fishing, boating, tennis,

swimming, exercise room, sauna, arts and crafts), three square meals each day, and a central base from which to take day trips.

### Near Nation's Capital

The school is located in St. Mary's County, just a little more than a hour's drive to Washington, D.C. and all that the nation's capital has to offer. But there are many activities and events planned in southern Maryland which are even closer—seafood festivals, art exhibitions, antique and craft shows, concerts and theater productions.

### Something for Everyone

Each family member should take away with them memories of an unforgettable summer vacation. That can happen this year by sending in the completed application form now!

### SEAFARERS TRAINING CENTER Vacation Reservation Information

Name: \_\_\_\_\_

SS#: \_\_\_\_\_ Book #: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone #: \_\_\_\_\_

Number in party / ages of children, if applicable: \_\_\_\_\_

Date of arrival: 1st choice \_\_\_\_\_ 2nd choice \_\_\_\_\_  
3rd choice \_\_\_\_\_

Date of Departure: \_\_\_\_\_

Stay is limited to two weeks. Send completed form to Seafarers Training Center, P.O. Box 75, Piney Point, Md. 20674-0075, or call (301) 994-0010.



# Final Departures

## DEEP SEA

### FELICITO APONTE



Pensioner Felicito Aponte, 80, passed away April 3 due to heart

failure. Born in Puerto Rico, he joined the SIU as a charter member in 1939 in the port of Baltimore. Brother Aponte sailed in the deck department. He retired in June 1974.

### JULIO BERMUDEZ

Julio Bermudez, 59, died April 23. He was born in Tampa, Fla. and in 1971 joined the Seafarers in the port of Houston. Brother Bermudez sailed in the deck department. He served in the Navy from 1952 to 1955. Brother Bermudez was an active member at the time of his death.

### ROBERT G. BLACK



Robert G. Black, 53, passed away March 26. He joined the union in

his native Houston in 1967. Brother Black sailed in the steward department. He upgraded at the Lundeberg School in 1979.

### ADOLPHUS BROWN



Pensioner Adolphus Brown, 64, died April 22. The Florida native joined the

SIU in 1965 in the port of Jacksonville, Fla. He sailed in the steward department and in 1982 upgraded at the Lundeberg School. Brother Brown retired in January 1990.

### ROBERT BURNS



Pensioner Robert Burns, 64, passed away April 12 as a result of cancer.

Born in Jersey City, N.J., he graduated from the Andrew Furuseth Training School in New York in 1967. Brother Burns sailed in the deck department. He retired in June 1989.

### BENNIE CRAWFORD



Pensioner Bennie Crawford, 69, died March 30. He was born in Arkan-

sas and in 1946 joined the SIU in the port of New York. Brother Crawford sailed in the steward department. He served in the Army from 1942 to

1944. Brother Crawford began receiving his pension in July 1968.

### FRANCIS DONOVAN



Pensioner Francis Donovan, 72, passed away April 8 due to heart dis-

ease. He joined the Seafarers in his native Boston in 1941. Brother Donovan sailed in the deck department. He served in the Army from 1941 to 1946. Brother Donovan retired in May 1982.

### CARROLL DWYER

Pensioner Carroll Dwyer, 69, died March 8. He joined the SIU in his native New York in 1964. Brother Dwyer sailed in the engine and steward departments. He upgraded frequently at the Lundeberg School. Brother Dwyer retired in November 1987.

### VINCENT GENCO



Pensioner Vincent Genco, 78, passed away March 25 due to heart

failure. A native of Cleveland, he joined the union in 1945 in the port of New York. Brother Genco sailed in the deck department. He upgraded at the Lundeberg School in 1973. Brother Genco began receiving his pension in July 1978.

### LOYD GOODALL



Pensioner Lloyd Goodall, 71, died January 29. He was born in Ok-

lahoma and in 1966 joined the Marine Cooks and Stewards in the port of Los Angeles, before that union merged with the AGLIWD. Brother Goodall retired in May 1980.

### KEVIN GORDON



Kevin Gordon, 33, passed away April 16. The native of Pitts-

burgh joined the SIU in the port of Jacksonville, Fla. in 1991. Brother Gordon sailed in the engine department.

### RUBEN HANSON JR.



Ruben Hanson Jr., 35, died April 18. Born in Kansas City, Mo., he

joined the Seafarers in 1978 in the port of San Francisco.

Brother Hanson sailed in the steward department. He upgraded at the Lundeberg School in 1983.

### WILLIE HARRIS



Willie "Preacher" Harris, 62, passed away April 25 due to a heart at-

tack. A native of Georgia, he joined the union in 1978 in the port of Jacksonville, Fla. Brother Harris completed the steward recertification course at the Lundeberg School in 1987. He served in the Air Force from 1947 until 1957. Brother Harris retired in 1989.

### BENJAMIN JARRATT



Pensioner Benjamin Jarratt, 72, passed away April 2. He was born in

Tennessee and in 1945 joined the SIU in the port of New York. Brother Jarratt sailed in the deck department. He retired in August 1984.

### RAYMOND KNOLES



Pensioner Raymond Knoles, 66, died March 11. The native of California joined

the Seafarers in 1951 in the port of New York. Brother Knoles sailed in the deck department. He upgraded at the Lundeberg School in 1973. He served in the Navy from 1944 to 1946. Brother Knoles retired in February 1977.

### JOSEPH A. MICHAEL



Joseph A. Michael, 38, passed away April 15. Born in Bal-

timore, he graduated from the Lundeberg School in 1973. Brother Michael sailed in the engine department. He upgraded frequently at the Lundeberg School. Brother Michael was an active member at the time of his death.

### HALLE MIKKELBORG



Pensioner Halle Mikkelsen, 74, died March 9. He was born in Norway

and in 1958 joined the SIU in the port of New York. Brother Mikkelsen sailed in the deck department. He served in the Norwegian navy from 1941 until 1946. Brother Mikkelsen retired in May 1982.

### JUAN PEREZ



Pensioner Juan Perez, 65, passed away March 14. A native of

Puerto Rico, he joined the Seafarers in 1967 in the port of New York. Brother Perez sailed in the deck department. He served in the Army from 1944 to 1945. Brother Perez retired in June 1986.

### DONALD POOL



Pensioner Donald Pool, 65, died in April. Born in Il-

linois, he joined the union in 1945 in the port of Philadelphia. Brother Pool completed the bosun recertification course at the Lundeberg School in 1976. He began receiving his pension in January 1984.

### CORNELIO PRECLARO



Pensioner Cornelio Preclaro, 86, passed away April 7. He was born in

the Philippine Islands and in 1939 joined the SIU as a charter member in the port of New York. Brother Preclaro sailed in the deck department. He retired in March 1974.

### ROBERT RAY



Pensioner Robert Ray, 70, died March 23. The native of Kansas

City, Mo., joined the Seafarers in 1962 in the port of Wilmington, Calif. Brother Ray sailed in the deck department. He served in the Navy from 1938 to 1941. Brother Ray retired in June 1991.

### ZENON RIVERA



Pensioner Zenon Rivera, 84, passed away March 16 due to heart

failure. Born in Puerto Rico, he joined the SIU as a charter member in 1938 in the port of New York. Brother Rivera sailed in the deck department. He began receiving his pension in April 1973.

### WILLIE ROBERTSON

Pensioner Willie Robertson, 54, died April 6. He was born in Petersburg, Va. and in 1973 joined the Marine Cooks and Stewards in the port of New York, before that union merged

with the AGLIWD. Brother Robertson retired in August 1990.

### ALBERT SCHWARTZ

Pensioner Albert Schwartz, 73, passed away March 23. The Illinois native joined the Seafarers in 1955 in the port of New York. Brother Schwartz completed the bosun recertification course at the Lundeberg School in 1976. He retired in October 1979.

### MELVIN SKIPPER



Pensioner Melvin Skipper, 70, died April 27. A native of Maryland, he joined

the SIU in 1969 in the port of Baltimore. Brother Skipper sailed in the deck department. He began receiving his pension in July 1988.

### GARY L. SMITH



Gary L. Smith, 41, passed away April 18. He was born in Florida

and in 1969 graduated from the Andrew Furuseth Training School in New York. Brother Smith sailed in the deck department.

### HENRY SORMUNEN

Pensioner Henry Sormunen, 71, died April 1. The Michigan native joined the Seafarers in 1963 in the port of New York. Brother Sormunen sailed in the engine department. He served in the Army from 1940 to 1946. Brother Sormunen retired in March 1986.

### DALE SUSBILLA



Pensioner Dale Susbilla, 87, passed away March 23 as a result of pneumonia.

He was born in the Philippine Islands and in 1968 joined the SIU in the port of Wilmington, Calif. Brother Susbilla sailed in the engine department. He upgraded frequently at the Lundeberg School. Brother Susbilla retired in May 1979.

### RICHARD TREXLER



Pensioner Richard Trexler, 66, passed away March 5. A native of Cum-

berland, Md., he joined the union in 1951 in the port of Baltimore. Brother Trexler sailed in the deck department. He upgraded at the Lundeberg School in 1975. He served in the Navy from 1942 to 1946. Brother Trexler retired in April 1990.

Continued on page 29



## Final Departures

Continued from page 28

### DANIEL TICER

Pensioner Daniel Ticer, 73, died March 16. Born in Oklahoma, he joined the Seafarers in 1945 in the port of New York. Brother Ticer completed the bosun recertification course at the Lundberg School in 1974. He began receiving his pension in December 1976.

### PAUL WARD



Pensioner Paul Ward, 68, died March 31. A Maryland native, he joined the

SIU in 1956 in the port of Baltimore. Brother Ward sailed in the deck department. He served in the Army from 1941 to 1945. Brother Ward retired in June 1985.

### ORVILLE WHITE



Pensioner Orville White, 78, passed away March 11. He was born

in Oklahoma and in 1958 joined the Marine Cooks and Stewards in the port of San Francisco, before that union merged with the AGLIWD. Brother White began receiving his pension in September 1978.

### INLAND

#### HERBERT BERNER

Pensioner Herbert Berner, 79, died April 12. The native of Mt. Holly, N.J. joined the union in 1947 in the port of New York. Boatman Berner sailed in the engine department. He retired in December 1977.

#### JOHN J. HAMILTON



Pensioner John J. Hamilton, 71, passed away April 3 due to heart disease.

He joined the Seafarers in 1959 in his native Baltimore. Boatman Hamilton sailed in the deck department. He

served in the Navy from 1943 to 1946. Boatman Hamilton retired in February 1983.

### PRESTON LONG



Pensioner Preston Long, 85, died March 20 due to heart failure. A native of

Ocean View, Del., he joined the union in 1961 in the port of Philadelphia. Boatman Long retired in November 1967.

### GREAT LAKES

#### FRANCIS BUTTAS

Francis Buttass, 85, passed away April 10. He was born in Pennsylvania and in 1939 joined the Seafarers as a charter member in the port of Detroit. Brother Buttass sailed in the engine department.

#### EDWARD NALEWAJEK



Edward Nalewajek, 64, died March 19 as a result of cancer. The Chicago

native joined the union in 1973 in the port of Duluth, Minn. Brother Nalewajek sailed in the deck department. He served in the Navy from 1945 to 1946.

#### MICHAEL NIKSICH

Pensioner Michael Niksich, 72, passed away March 14. He was born in Illinois and in 1961 joined the Seafarers in the port of Chicago. Brother Niksich sailed in the deck department. He served in the Marine Corps from 1943 to 1946. Brother Niksich retired in January 1985.

### RAILROAD MARINE

#### JOSEPH HOWELL



Pensioner Joseph Howell, 76, died March 29 as a result of cancer. A native of New-

port News, Va., he joined the union in 1959 in the port of Norfolk, Va. Brother Howell sailed in the deck department. He retired in March 1970.

## 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, they 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 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 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 is denied the equal rights to which he is entitled, he 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 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 has been denied his constitutional right of access to Union records or information, he 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.

## Personals

### CLIFFORD SAVAGE

Please contact the Seafarers LOG at (301) 899-0675, extension 4315 for a message.

### TONY A. HILL

Please contact Jean Chase of U.S. Marine Management at (800) 642-7224 for information on how to collect unclaimed wages.

### RICHARD JOHN MOORE

Please contact the Seafarers LOG at (301) 899-0675, extension 4315 for a message.





# Lundeberg School Graduates Eight Classes



**Trainee Lifeboat Class 496**—Graduating from trainee lifeboat class 496 are (from left, kneeling) Kyle Pratt, Kevin Spiers, Scott Van Slambrouck, Fred Vaigneur III, Eric Cake, Lewis Darwin, Thomas Johnson, Gary Hoffman, (second row) Mark Johnson, Joseph Bernieri, Timothy Vota, Cyrus Smith, James Roth, Jay Tillery, Peter Hausmann, Alvin Pence, Robert Auletto, John Batson, Gregory Bell, Glen Johnson and instructor Jim Moore.



**Trainee Lifeboat Class 497**—Recently graduating from trainee lifeboat class 497 are (from left, kneeling) James Upton, Erin Ritchie, Mark Gage, Jose Diaz, Corey Wooley, Bruce Nitz, Richard Russel Jr., (second row) Instructor Ben Cusic, Donald Burroughs, Charles Perkins, Lionel Percell, Christopher Frazier, Terrow Franks, Ivan Passapera, Edward Tully, Robert Couvillion, Brian Gelande, Richard Sadberry, (third row) Ronnie Fleming, Allen Brock, Charles Watson, Luis Torres and Andy Morrison.



**Upgraders Lifeboat**—Completing the upgraders lifeboat class on April 7 are (from left, kneeling) Earl Ebbert, Jeffrey S. Hailstone, Phillip Nye, William Rodegeb, Robert Lee McDonald, (second row) Chuck Thompson Jr., Sergio Pasilong, Hampden "Howie" Lea, Mark Leadbeater, McKinley Grimes, Halvor A. Silcott and Andrew Derry with Instructor Jim Moore.



**Hydraulics**—Instructor Bill Foley (right) joins graduates of his April 7 hydraulics course. They are (from left) Carmine Barbati, Riley Donahue III, Hal Puckett, Phil Parent, Arthur Wadsworth, John Tucker and Kevin DeSue.



**Third Mate**—Graduating from the April 13 third mate course are (from left, front row) Richard Roel, Philip Parisi, Michael Finnigan, Steve Bush, Pat Jacobs, (second row) Nick Worrell, Tim Burke, Terence Franklin, Richard Lewis and Godfrey Gittens with Instructor Ron Raykowski.



**Refrigerated Containers (Advanced)**—Working their way up the engine department ratings are (from left, front row) Instructor Eric Malzkuhn, Robert Stearns, Arthur Rhymes, John Smith, George Barrett, Mark Field, (second row) Robert Scrivens and Taylor Clear.



**Celestial Navigation**—Completing the five-week celestial navigation course are (from left) James Moore, Albert Wheeler, John Patrick Gibbons and Arthur Sheffs with Instructor Jake Karaczynski.



**Basic Electronics**—Under the guidance of Instructor Mark Rainess (standing left), graduating members of the basic electronics class are (from left, seated) Christopher Barry, Jay McCreary, Chris Zubowicz, (second row) Scott Morris, Jon Beard, Joe Fortuna and Ronald Cellous.



## LUNDEBERG SCHOOL 1992 UPGRADING COURSE SCHEDULE

The following is the current course schedule for classes beginning between July and November 1992 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	July 20 September 14 November 9	August 28 October 23 December 18

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

Ship Handling	August 31 November 2	September 11 November 13
Radar Observer Unlimited	July 13 September 14 November 16	July 17 September 18 November 20
Celestial Navigation	August 3 October 5	August 28 October 30
Third Mate	August 31	December 11
Tankerman	July 6 October 26	July 31 November 20

### Safety Specialty Courses

Course	Check-In Date	Completion Date
Oil Spill Prevention and Containment	July 6 August 17 August 31 October 12 October 26	July 10 August 21 September 4 October 16 October 30
Lifeboatman	July 6 July 20 August 3 August 17 August 31 September 14 September 28 October 12 October 26 November 9 November 23	July 17 July 31 August 14 August 28 September 11 September 25 October 9 October 23 November 6 November 20 December 4
Basic/Advanced Fire Fighting	October 20	October 30

### Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	September 28	November 2

### Steward Upgrading Courses

Course	Check-In Date	Completion Date
Assistant Cook, Cook and Baker, 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	September 14	December 4
Fireman/Watertender and Oiler	July 6 August 31 October 26	August 14 October 9 December 4

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

Pumproom Maint. & Operations	August 31	October 9
Marine Electrical Maintenance	August 17	October 9
Refrigeration Maint. & Operations	October 26	December 4
Marine Electronics—Technician I	September 28	November 6
Marine Electronics—Technician II	November 9	December 18
Basic Electronics	August 31	September 25
Hydraulics	August 17 November 23	September 11 December 18
Diesel Engine Technology	July 6 August 17	July 31 September 11
Welding	October 12	November 6
Electro-Hydraulic Systems	November 9	December 18

### 1992 Adult Education Schedule

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

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

### SHLSS College Program Schedule for 1992

FULL 8-week sessions	July 6 August 31 October 26	August 28 October 23 December 18
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## UPGRADING APPLICATION

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

Address \_\_\_\_\_  
(City) (State) (Zip Code) (Street)

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 \_\_\_\_\_ DATE \_\_\_\_\_ DATE OF \_\_\_\_\_  
HELD SHIPPED DISCHARGE

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

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

#### DECK

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

#### ENGINE

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

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

#### STEWARD

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

#### ALL DEPARTMENTS

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

#### ADULT EDUCATION DEPARTMENT

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

#### COLLEGE PROGRAM

- ☐ Associates in Arts Degree

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

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



**Seafarers**  
Have you planned your summer vacation?

The Lundberg School can provide you and your family with an excellent vacation site. For details and rates, see page 27.

## For Seafarer 'Indiana' Payne, Travel Means Adventure

Fictional character Indiana Jones, from the Raiders of the Lost Ark movie series, often finds himself in precarious situations in out-of-the-way places, due usually to his pursuit of treasures.

SIU member **Jimmy "Indiana" Payne**, on the other hand, takes his adventures just for fun.

Payne, a 51-year-old chief engineer who sails in the inland division, does not exactly head to tourist spots when he has time on the beach. He has driven from his Galveston County, Texas home to El Salvador, Guatemala, Panama and throughout Mexico, among other places. Last November he flew to Brazil and took a trip down the Amazon River, a venture which required Payne to take malaria pills and yellow fever shots, and which brought him into terrorizingly close contact with snakes and piranha. "It was the best trip I've ever made," Payne proclaimed.

For the Seafarer of 20 years, traveling as part of the job has never been enough. He likes to take vacations. When Payne says he needs only the basics for these excursions, that doesn't mean he stays in cheap motels. He takes a hammock, a backpack full of food and a free spirit to wherever he pleases.

### Always a Traveler

After a four-year stint with the Coast Guard which ended in 1961, Payne, then 21, became a merchant mariner, sailing deep sea before working on tugs plying the gulf's coastal waters. He knew then that traveling was much more than an incidental part of his job; it was in his blood.

At nearly every port where time permitted, Payne explored the nearby areas and soaked in the culture. Instead of flying home after payoffs, he went off to another adventure in another city or country.

"One time we paid off in Africa," Payne recalled. "I stayed there a few days, then flew to Switzerland, then to London. Rio, Argentina, Greenland, Nova Scotia—I went just about everywhere. Every time I got off a ship, I tried to do some traveling."

But following 10 years of sailing all over the world, Payne wanted a break in the routine. He found work in the SIU's inland division. "I took it thinking it would be temporary, but I got hooked," he said. "I liked the hours and I had a shrimp boat I worked on the side."

Payne also took pleasure in the travel opportunities he eventually discovered as an inland employee of G&H Towing Co. "My real travel days were when I sailed deep sea, but I hadn't seen any South American countries. I wanted to see the rain forest before it was gone, so I figured I would complete the adventure on wheels."

Five years ago, with a renewed zest for new sites, he hopped in his pickup truck and started trekking south, across border after border. He's made at least one trip per year by truck, plane or boat since then, covering most of Mexico, the Caribbean Islands and too many small towns to list.

Recounting the experiences, Payne's voice rises with excitement. He chuckles when describing how El Salvador natives warned him to turn back, to no avail. Disoriented by the fighting and tanks which rumbled up and down the streets, Payne got lost in an El Salvador jungle for several hours. He admits he was more than slightly shaken when he ran into a pack of machine-gun toting natives. "And honestly, I don't scare too easy."

Then there was the time some new Mexican friends took him to a secret beach where no one got tan lines. "Unbelievable."

On another journey, Payne, whose Spanish is fair but limited, had a potentially dangerous mis-



Remote areas attract Seafarer Jimmy Payne, whose love for travel takes him to places not usually visited by the average tourist. Photo right, "Indiana" Payne in the highlands of Guatemala, and photo left, in Mexico's San Andres mountains.

communication with his guide. "I drew a picture of a snake because I wondered if there were any in the area. The guide thought I wanted to go find some, which we did. They were biiiig, and I didn't stick around very long!"

But there have been frustrating trips. He has endured more than a few bad roads, blown tires and folks who are less than friendly towards U.S. citizens. He once drove four hours on horrendous roads to get to a bridge in Honduras. It was washed out.

At borders, he has been unjustly detained by irritable local authorities. El Salvador authorities swiped his CB radio and tape deck. Nicaraguan officials delayed and harassed him for four hours before finally "losing interest."

With experiences like that in mind, the blonde-haired Payne tries to look and dress inconspicuously. He wears a cap, very casual clothing and no jewelry in hopes of blending in.

Currency is another problem. "I don't take any big bills or traveler's checks," Payne declared. "You can't get those checks cashed down there. I usually take a bunch of one-dollar bills. But you can't always exchange them. One time I had to sell my camera and two coats. Another time I sold my truck."

Ironically, Payne's least favorite travel-related experience took place less than an hour's drive from his house. After flying from Costa Rica to Houston two years ago—Payne had been all over Central America—he was detained for two hours at the Houston airport. "They couldn't believe that I actually wanted to go to some of those places for fun," he said. "They saw where I had been and thought I must have been carrying drugs or something. They handcuffed me, searched me. It was the worst."

### Affordable Adventures

Despite the drawbacks, Payne, who is single, remains enthusiastic about his latest travel routine. He does not plan to stop any time soon.

Maybe most of all, Payne enjoys meeting other people and other travelers. "Everywhere I go, there's some little town square. You meet the locals and other travelers from all over the world: Canada, Germany, France. That's a really fun part.



"I once met two people who were biking through Mexico. They came all the way from Canada. I said, 'Man, I'm having a hard enough time in a truck!'"

Payne got his nickname from a G&H official who marvelled at his choice of vacation sites. Others soon picked up on the moniker.

Nowadays, Payne is musing about a trip to the Yucatan or maybe even Borneo, near Indonesia. He may have to eschew his truck for an airplane, of course. Then again, Indiana Payne just might take a boat.

"In any case," he said, "I know I'll have fun!"

## Missing Child Center Looking for Amy Basco

The National Center for Missing and Exploited Children has asked the membership of the SIU to help locate Amy Ann Basco.

The 5 ft. 3 in. girl weighed 120 pounds at the time of her disappearance last September from Shreveport, La. At the time, she was 13 years old with black hair and hazel eyes.

Amy Basco may be with an adult male companion. She is being considered as an endangered runaway.

Anyone having information should contact The National Center for Missing and Exploited Children at (800) 843-5678 or the Shreveport (La.) Police Department's Missing Persons Unit at (318) 226-6051.



Amy Ann Basco