

# SEAFARERS LOG



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## H. R. 4003

To authorize appropriations for fiscal year 1995 for certain maritime programs of the Department of Transportation, to amend the Merchant Marine Act, 1936, as amended, to revitalize the United States-flag merchant marine, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

Mr. STURGEON, of New York, introduced the bill, which was referred to the Committee on Merchant Marine and Fisheries, and Mr. MANDEL, of New York, introduced the bill, which was referred to the Committee on Merchant Marine and Fisheries.

### A BILL

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# The Debate Begins!

## New Maritime Bill Passes House; Goes to Senate

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## President's Report

### One Step Taken

The vote of the House of Representatives on a bill which preserves the U.S.-flag liner industry leaves Senate action, a possible conference committee and the signature of the president of the United States on a bill as the remaining steps before the nation has its first major piece of maritime legislation in close to 20 years.



Michael Sacco

It has been a long road. The House of Representatives bill that was adopted by a 294 to 122 vote to implement certain funding mechanisms to ensure a U.S.-flag liner fleet into the twenty-first century had its origins in a proposal first made in 1992. When Federico Peña took up the duties of the head of the Department of Transportation in early 1993, he made a program for the U.S.-flag merchant marine a top priority. Secretary Peña's commitment to the U.S. flag merchant marine has been unwavering over the past two years and he should be commended for his determination to secure a new maritime program.

Along with the crucial ingredient of administration backing, the effort had the unyielding support of the vast majority of representatives and senators who serve on committees with jurisdiction over the merchant marine. Under the leadership of Gerry Studds (D-Mass.), chairman of the House Merchant Marine and Fisheries Committee; Jack Fields (R-Texas), the committee's ranking minority member; William Lipinski (D-Ill.), chairman of the House Merchant Marine Subcommittee; and Herbert Bateman (R-Va.), the subcommittee's ranking minority member, the Maritime Administration and Promotional Reform Act (H.R. 4003), as it came to be known, was kept on the front burner in a year when Congress had crime, health care and trade as its priorities. These congressmen not only did an excellent job in pressing for the bill's enactment this year, but they also brought together a broad base of support for the legislation.

It will be up to the Senate to move the bill next. Indications are that the Senate intends to move on this legislation quickly. We are hopeful this will be the case. But once enacted, this is not the end of the road for the U.S. maritime industry. There is much more to be done. Comprehensive, forward looking programs must be developed to promote other segments of the U.S. merchant marine—dry bulk carriers, tankers, passenger ships and vessels in the domestic trades.

### Remembering Paul Hall

This month marks the anniversary of Paul Hall's birth. We in the Seafarers take time out this month to commemorate the man who was the SIU's top officer from 1947 until his death in 1980. His birthday, August 20, is a holiday under SIU collective bargaining agreements. In this year, which would have been his 80th birthday, it is worth taking a moment to reflect on his vision for a strong U.S. shipping capability with job opportunities for American seamen to serve the nation's economic and defense interests. Although it has been 14 years since Hall died, his vision remains our vision.

### Being the Best—EPA Certification

As president of this union, I often have the opportunity to talk about how Seafarers are the most highly qualified and proficient seamen in the world. The fact that so many Seafarers have enrolled in the Lundeberg School's courses leading toward certification as EPA-approved refrigeration technicians is proof that SIU members are committed to being the most qualified seamen around. When Seafarers in shipboard positions which handle refrigerants obtain refrigeration technician certification, SIU contracted companies are assured that they will have prepared, competent crews that comply with federal regulations. For those Seafarers who have yet to attend a Lundeberg School refrigeration technician certification course at either one of the union halls or the school's center at Piney Point, Md., I would urge you to do so. Remaining the most qualified Seafarers is a good way to ensure your job security.

## Seafarers Recall Hall Legacy

August 20 marks the 80th anniversary of the birth of Paul Hall, the man who served as the head of the SIU from 1947 until his death in 1980 and who profoundly shaped and advanced the SIU. This special day is acknowledged each year by a contracted holiday for all SIU members (celebrated this year on August 22).

Hall's concern for the seaman motivated his work throughout his career. Bosun **Ralph Moore**, who sails from the port of Houston, remembers Hall from his days when he first began shipping in 1962. "He was president of the union, but more like father, brother and friend to all of us. We knew he cared about our future and our welfare."

Hall, who was born in Alabama, began his seafaring career as a member of the engine department before the SIU came into being. He had belonged to the old International Seamen's Union, but joined the SIU as a charter member in 1938 in its efforts to improve the working conditions of American seamen and to keep the East Coast seamen's labor movement from being taken over by members of the Communist Party, who had agendas other than seamen's concerns as their focus.

Hall sailed in the 1930s and into World War II before coming ashore for the union. In 1944, he worked as a patrolman for the port of Baltimore. He was elected port agent for New York shortly thereafter.

Hall's genius for strategy served the SIU well when he assumed in 1947 the position of director of organizing for the union and, next, as the chief ex-

ecutive officer of the SIU Atlantic and Gulf District. He led the union through the general strike of 1947 when mariners won never before achieved gains in wages and benefits. He spearheaded the SIU's many organizing victories, including those with the most recalcitrant employers such as Isthmian Lines and Cities Service tankers.

While forceful with companies in behalf of Seafarers, Hall was equally demanding of SIU members.

**Gerald M. Halligan**, a deck department seafarer from the port of New Orleans, who filed for his pension this year, remembered when he met Hall after a strike against Delta Line. "He came aboard our ships to make sure the company was living up to its end of the contract and to make sure we would live up to our end."

A committed trade unionist, Hall continually offered the services of the SIU to workers in any kind of struggle, no matter their union. During this period, the SIU gained its reputation for coming to the aid of other labor unions.

Hall used the collective bargaining process to further the security of Seafarers and their families by establishing the Seafarers Welfare, Pension and Vacation plans for the union's membership.

Education was very important to Hall. Although he only had eight years of formal schooling, himself,

he believed that knowledge was the key to advancement.

In 1952, Hall established an educational and training program for SIU members.

In 1967, the SIU's education program became the Seafarers Harry Lundeberg School of Seamanship, located in Piney Point, Md. Today, the school is part of the Paul Hall Center for Maritime Training and Education.

Hall's recognition of the key role training would play in the job security of seamen is a part of his legacy most keenly felt by Seafarers. "One thing I truly respected about Paul was that he saw the way the industry was going and started the union's education program, now the Lundeberg School at Piney Point. If it weren't for the school, the SIU wouldn't be around, in my opinion, because of the new modern technology in the industry," said Bosun Moore.

Another one of the beneficiaries of the Lundeberg School recounted his meeting with Hall. "As a trainee, I met Paul Hall in the cafeteria at the Lundeberg School," stated Bosun **Jim Dawson**, who graduated from the entry level program in 1974. "He really impressed me with what he was doing for the union. He showed me that he knew what he



Paul Hall



Paul Hall began his maritime career as a member of the engine department. He is pictured standing, fifth from the left, with other engine department members in 1938 aboard the *Gateway City*, a Waterman ship which was one of the union's first contracted vessels. This photo was supplied to the LOG by Pensioner John A. Smith.

was doing and he stood behind all of us all the way."

Hall became president of the Seafarers International Union of North America upon the death of Harry Lundeberg in 1957. Later that year, he was elected president of the AFL-CIO Maritime Trades Department (MTD). Under his leadership, the MTD grew in membership from six to 43 unions. In 1962, he was elected to the AFL-CIO Executive Council.

During Hall's tenure, the SIU became a major force in the political arena. Working closely with the Nixon administration and key members of Congress, the SIU assisted in securing the

passage of the Merchant Marine Act of 1970.

Recalling Hall's tenacity, which was a key ingredient in the many successful legislative and organizational achievements of the SIU during Hall's tenure, **OMU Guadalupe Garza** noted, "You could feel Paul Hall's authority when you were around him or with him." Garza, who started with the SIU in 1960, remembered, "I shook his hand once. I could tell he was different than other people. He walked differently. You could feel the power coming from him. You knew he was there and that he would make a difference."

## Shipping Visionary, Crowley, Dies at 79

The man who built a small tug company into one of the nation's leading shipping corporations, **Thomas B. Crowley Sr.**, died July 7 in San Francisco following a battle with cancer. The chairman and chief executive officer of Crowley Maritime Corporation, was 79 years old.

The SIU has a long history of working with Tom Crowley in his many and varied efforts to expand his company's operations.

"The SIU had a long, extremely amicable and decent relationship with Crowley Maritime Corporation thanks to the fairness, even-handedness and dedication to the American-flag merchant marine in which Thomas Crowley felt American seafaring workers were an essential part," noted SIU Presi-

dent **Michael Sacco** upon the death of Crowley.

"His wide-ranging maritime interests and drive certainly gave work opportunities to American mariners. He will be missed."

Today, Seafarers can be found working aboard Crowley American Transport deep sea roll-on/roll-off vessels, Crowley tugboats and barges sailing among the ports of San Juan, Jacksonville, Fla., Lake Charles, La. and Philadelphia; and tugboats in Wilmington, Calif. that handle docking operations as well as move bunker and derrick barges.

Crowley worked for 61 years in the company founded in 1892 by his father. He took over management of the company when his father retired at age 75. Crowley took the company



Thomas B. Crowley Sr. was instrumental in turning Crowley Maritime from a local tug and launch service to a major U.S.-flag maritime industry.

from its origins as a tug and launch company to the many maritime fields it presently un-

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# By 294-122, House Backs U.S. Ship Plan

Maritime revitalization legislation cleared a major hurdle on August 2 when the House of Representatives approved a 10-year, \$1.35 billion program designed to provide for a U.S.-flag ship operating program as well as to aid American shipbuilding.

The Maritime Administration and Promotional Reform Act (H.R. 4003) goes to the Senate for consideration following the 294-122 vote by the House. Senate action on the bill, which has the backing of the Clinton administration, is expected to begin early this month.

"Today, the House voted to ensure that American flags continue to fly from vessels carrying this nation's commerce," noted U.S. Representative Gerry Studds (D-Mass.), the chairman of the House Merchant Marine and Fisheries Committee, after the vote.

Joining with him in praise of the House support for the legislation was Transportation Secretary Federico Peña, who called the bill "a milestone moment in our nation's maritime history. I applaud Chairman Studds and the members of his committee for their bipartisan cooperation in moving this legislation and providing the funding for the maritime revitalization program."

As approved by the House,



Rep. Jack Fields (R-Texas), left, and Rep. Gerry Studds (D-Mass.) are two of the four co-sponsors of the maritime revitalization bill that passed in the House on August 2. They are pictured here in their roles as floor chairmen during the August 2 debate on the bill.

H.R. 4003 would be funded by a flat 38-cent per ton duty collected from all vessels entering U.S. ports from foreign harbors. (Great Lakes traffic between the U.S. and Canada is exempted.) The fee would be collected on the first 25 trips to an American port each year.

#### Expected to Raise \$135 Million

Such a funding mechanism is expected to raise an average of \$135 million a year from Fiscal Year 1995 to 2004.

With the passage of H.R. 4003, the House completes work

on maritime revitalization legislation that began in May 1993.

At that time, legislation outlining a revitalization program was introduced in the House as H.R. 2151 by Studds; Rep. Jack Fields (R-Texas), the ranking minority member of the Merchant Marine and Fisheries Committee; Rep. William Lipinski (D-Ill.), chairman of the Merchant Marine Subcommittee; and Rep. Herbert Bateman (R-Va.), ranking minority member of the subcommittee.

H.R. 2151 cleared the House

by a 347 to 65 margin in November 1993. However, the legislation did not include any means for funding the program.

#### Administration Support

In February 1994, Peña announced at the AFL-CIO Maritime Trades Department executive board meeting that the administration would include funding for a 10-year, \$1 billion program for the U.S.-flag merchant fleet. A month later, the plan took shape in the form of a bill, H.R. 4003. Peña as well as representatives from the maritime industry spoke before House and Senate committee hearings on the legislation, designed to help fund a minimum of 52 U.S.-flag liner vessels.

Originally, the program called for raising \$100 million annually by raising tonnage fees. For those ships arriving in a U.S. port from a nearby Western Hemisphere foreign harbor, the fee would go from nine to 24 cents per registered ton. On those vessels coming from other foreign ports, the duty was scheduled to increase from 27 to 71 cents per registered ton. Fees would not be collected after the first five visits each year.

When H.R. 4003 emerged from the Merchant Marine and Fisheries Committee in May, it

included funds in excess of the \$1 billion requested by the administration. The committee approved a \$1.7 billion, 10-year program funded by a flat 53-cent per ton duty that would have been charged on the first annual 12 visits to U.S. ports from foreign destinations.

H.R. 4003 was referred to the Ways and Means Committee before it went to the full House. Under the rules of the House, the Ways and Means Committee must review any legislation that includes a tax increase.

Last month, the Ways and Means Committee significantly scaled back the funding and eliminated dollars for shipyards after the world's shipbuilding nations reached an agreement in principle to eliminate all shipyard subsidies by the year 1999. The committee, headed by acting Chairman Sam Gibbons (D-Fla.), who has advocated the elimination of worldwide shipbuilding subsidies, believed funding for the shipyards was against the international agreement.

The Ways and Means Committee then substituted its own funding language into H.R. 4003. The committee proposed raising \$1.05 billion over a 10-year period for 52 U.S.-flag merchant ships by collecting a 22-cent per ton duty on the first 12 annual visits, a penny-a-gallon tax on commercial ship diesel and residual fuel on vessels departing for foreign ports and a \$2 increase on the cruise tax on passengers.

This funding formula, which would have collected \$1.05 billion over 10 years, was the package presented to the House for its consideration.

When the bill came to the floor, Studds and Fields offered an amendment that would return the funding for H.R. 4003 to only the changes in the amount collected as tonnage fees.

"H.R. 4003 will provide the necessary new revenues to support the American maritime industry," Fields told his colleagues. "We are talking about supporting our national defense sealift needs with fully crewed

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## Ingrao Dies; Served MTD for 30 Years

Jean Ingrao, who retired last year as the executive secretary-treasurer of the AFL-CIO Maritime Trades Department (MTD), succumbed to cancer on July 7. She was 63 years old.

Ingrao became one of the first women ever elected to an officer's position when the MTD executive board in 1979 voted her into the post she held until her retirement last year.

"Jean Ingrao was truly dedicated to causes of the U.S.-flag merchant marine and the American labor movement," noted SIU President Michael Sacco, who also serves as the head of the MTD. "She worked tirelessly throughout her life for working men and women. Her spirit and devotion will be missed."

Ingrao started her career in the labor movement in 1950 as a secretary in the office of William Green, the president of the American Federation of Labor (AFL). She remained on the staff of the president when George Meany was elected to the position upon the death of Green in 1952.

In 1955, the Washington native was appointed the administrative assistant for Peter McGavin, who was working out the details for the merger between the AFL and the Congress of Industrial Organizations (CIO). Five years later, McGavin was elected the executive secretary-treasurer for the MTD. Ingrao came to the department to work with him on grassroots and legislative efforts.

In 1975, McGavin died of cancer. Ingrao took over many of his duties, but the position of executive secretary-treasurer remained vacant. The MTD executive board appointed her as the department's administrator



Jean Ingrao began her career in the labor movement in 1950, retiring in February 1993 after 43 years of dedicated service.

in 1977 and gave her the authority to carry out the functions of the executive secretary-treasurer.

Two years later, at the department's convention, she was elected the MTD executive secretary-treasurer, becoming the first woman ever to be elected an officer in one of the AFL-CIO's constitutionally mandated departments.

While serving the MTD, Ingrao also was a member of several AFL-CIO panels includ-

ing the Labor Advisory Committee for Trade Negotiations, Occupational Safety and Health Committee, Organization and Field Services Committee and the ad hoc Committee on State and Central Labor Councils. She also was a member of the Boy Scouts of America's national labor advisory committee and helped establish the Sea Scout program so young men and women could learn more about the maritime industry.

She represented the labor movement in the U.S. delegation for the Law of the Sea negotiations and attended meetings of the International Labor Organization in Geneva, Switzerland.

After 43 years in the labor movement, she announced her retirement in February 1993 during the MTD executive board meeting. Frank Pecquex took over as executive secretary-treasurer when her retirement became effective in June.

Ingrao is survived by her husband, Leonard; two sons, Michael and Mark; and two grandchildren, Christopher and Katie. A funeral mass was held July 11 in Falls Church, Va.



MTD Executive Secretary-Treasurer Jean Ingrao joins with Vice President William Zenga (left) and President Michael Sacco in taking the oath of office during the department's 1991 convention.

## Senate Panel Expected to Mark Up Maritime Program Bill in August

The Senate Commerce, Science and Transportation Committee, in the next several weeks, will meet to finalize the Maritime Administration and Promotional Reform Act (H.R. 4003), which passed the House 294-122 earlier this month. From this mark up session, the bill goes to the Senate floor for a vote by the full Senate.

Senator John Breaux (D-La.), chairman of the committee's Merchant Marine Subcommittee, already has held several hearings on the bill's main issue: the revitalization of the U.S.-flag merchant fleet. During those hearings, he noted that he was interested in finding additional funding sources to increase the number of vessels covered by the legislation.

The Senate has withheld work on its own bill to permit the House to finish its efforts. H.R. 4003 as passed on August 2 calls for a 10-year, \$1.35 billion program to provide for a U.S.-flag ship

operating program as well as assistance to U.S. shipbuilding. As written the program would begin with Fiscal Year 1995, which starts October 1.

Initial plans from the committee indicate it would like to complete work on H.R. 4003 early in August and send the bill to the full body for debate and vote. The Senate will recess in mid-August and return after Labor Day.

Should the committee or full Senate make any changes in H.R. 4003 while passing the legislation, a conference committee composed of House and Senate members would be formed to work out the differences. The conference committee could accept either the House or Senate version or craft its own bill which would then be presented to both bodies for approval or disapproval.

If H.R. 4003 is passed by both the House and Senate, it will go to the president for his signature, which would make the bill a law.



## CG Issues Rule on Proof of Ability to Pay for Spills

The U.S. Coast Guard last month published an interim final rule that spells out what types of proof vessel owners and operators must submit to the agency in order to demonstrate their respective capacity to pay for costs and damages resulting from an oil spill or other hazardous material spill.

The proof of ability to pay is demonstrated through certificates of financial responsibility. The methods for establishing financial responsibility include evidence of insurance, surety bond, qualification as a self-insurer, guarantee and other evidence. (A vessel operator may establish financial responsibility by any one or by any combination of these means.)

None of these procedures is considered simple, and U.S. vessel owners and operators currently are exploring whether or not these options are viable enough to enable them to comply with the rule.

The requirement of showing ability to pay huge sums is

toughest for the individual operators—such as the tanker companies that have contracts with the SIU—because they are not attached to deep-pocketed parent companies.

### Proposed in '91

First proposed three years ago, the interim rule fulfills requirements for exhibiting increased levels of financial responsibility as called for by the Oil Pollution Act (OPA '90) and the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA).

Besides defining the methods of establishing greater financial responsibility, the rule identifies to whom the rule applies; lists the schedule of compliance dates for different types of vessels; and sets the penalties for violating the financial responsibility requirements.

Moreover, as provided in OPA '90, the rule establishes that insurers and other providers of financial responsibility will be subject to direct action from

claimants. Many insurers object to this proviso; the Coast Guard is accepting comments until September 29.

### Vessel Applicability

The financial responsibility requirements are applicable to all owners and operators of U.S. and foreign-flag vessels of more than 300 gross tons that use the waters of the exclusive economic zone (which extends 200 nautical miles off the U.S. coast) to transship or lighter oil (whether delivering or receiving) destined for a place subject to the jurisdiction of the United States.

They also apply to all other vessels using the navigable waters of the U.S. or any port subject to U.S. jurisdiction (since they carry bunkers which may be spilled).

Exceptions to the regulation are vessels that are lighter than 300 gross tons and non-self-propelled barges that do not carry oil as cargo or fuel and that do not carry hazardous substances as cargo. Public vessels, including

ships owned by the military and private ships bareboat-chartered by the military, also are exempt.

There is a phase-in schedule of compliance dates. Self-propelled tankers must comply by December 28. The date for tank barges is July 1, 1995. Other vessels must comply when their existing certificates of financial responsibility expire, beginning December 28.

### Insurers Balk

The rule requires vessel operators to establish evidence of financial responsibility sufficient to meet potential liability under OPA '90 and CERCLA. These amounts range as high as \$1,500 per gross ton or \$15 million, whichever is greater.

OPA '90 limits a vessel operator's liability to the amount of financial responsibility required to be shown, except in certain circumstances, such as gross negligence or willful misconduct or the violation of an applicable federal safety, construction or operating regulation by the

operator or one of its agents or employees.

However, because the latter provision can easily be broken and OPA '90 permits third-party claimants to sue insurers directly (the direct action provision), many traditional providers of oil pollution insurance are objecting to the rule.

Insurers also contend that even in the event of an accident under which an operator's liability limits were upheld by OPA '90, the actual cost of the spill could exceed those limits. They argue that the limits would be overturned in court, leaving them exposed to unlimited liability.

Penalties for non-compliance range from a civil penalty of up to \$25,000 per day under OPA '90, to a Class I administrative civil penalty of up to \$25,000 under CERCLA, to a Class II administrative civil penalty or judicial penalty of \$25,000 per day of violation (or \$75,000 per day for second or subsequent violations) under CERCLA.

## Health Care Debate Hits Congressional Floors This Month

Both houses of Congress are scheduled to begin what could be this year's next-to-last debates on health care reform August 9.

The two bills under consideration were crafted separately by the majority leaders in the House and Senate, based on other bills which were reported out of the five committees which have jurisdiction over health care legislation.

Middle-class families throughout the United States—both those with insurance and without—have a major stake in these proceedings. The majority of the almost 40 million uninsured citizens are full-time workers (and their dependents) whose employers do not provide health benefits. They and others who are without coverage are left only to hope that no one in their family suffers a major injury or severe illness which may lead to irreversible financial ruin.

### Insured Paying Cost

Many of those who have coverage, including Seafarers, repeatedly have made sacrifices in order to maintain their health insurance. During the past decade, while health care costs skyrocketed, workers routinely were forced to choose between wage increases or keeping their benefits.

They have paid not only for their coverage, but also for treatment received by uninsured patients who cannot or do not pay their bills. Those unpaid invoices—including ones for emergency-room care, the most expensive form of treatment—translate into higher premiums and higher fees for the insured.

In another example of this type of cost-shifting, a study by the National Association of Manufacturers concluded that U.S. companies that offer health benefits to their employees pay more than \$26 billion a year to cover spouses who work at businesses that do not provide coverage. The figure rose to almost \$37 billion when taking into

account the estimated bill-padding done by hospitals to compensate for care received by the uninsured.

Many lawmakers on Capitol Hill reportedly are hopeful of enacting a health care bill before this session ends in October.

As for the specifics of the debate, the AFL-CIO, the American federation of national trade unions, has maintained that it will support a health care bill only if it provides comprehensive, irrevocable coverage for all citizens (universal coverage), distributes costs fairly, ensures cost-control measures and does not make any portion of health benefits taxable income.

### Will Employers Pay?

The federation supports the employer mandate (which would require all employers to provide their employees with health benefits) called for in the bill drafted by House Majority Leader Richard Gephardt (D-Mo.).

It is certain that neither Gephardt's bill nor the one drafted by Senate Majority Leader George Mitchell (D-Maine) will be approved without amendments. Among the issues expected to be hotly debated are the employer mandate and other possible funding mechanisms, the target percentage of Americans to be covered and the content of the standard benefits package itself.

If a health care bill is enacted into law, the benefits package it contains would be merely a minimum set of coverages to be made available to all citizens. But it would not necessarily replace the benefits currently enjoyed by those who already have health coverage.

The Gephardt bill would require businesses to pay at least 80 percent of all of their employees' health care insurance premiums. Companies with fewer than 100 employees would receive tax subsidies, and workers there, as well

as part-time workers, the unemployed and the poor, would have the same choices as those at large companies—either through the Federal Employees Health Benefits Program, a new Medicare plan known as Part C, or state-run insurance purchasing cooperatives. Elderly citizens would continue in an expanded Medicare program.

The benefits package outlined in the Gephardt bill would cover hospital bills and doctor bills, with an annual combined deductible of \$500 per person or \$750 per family. It includes coverage for pediatrics, pregnancy services, mental health care, a wide range of tests and long-term home care.

The Gephardt bill also specifies that a patient would pay 20 percent of prescription drug costs, with a separate deductible of \$500 and an annual limit of \$1,000 for total prescription expense.

Finally, under the Gephardt plan, health insurance companies would not be permitted to deny

coverage for any reason.

The Mitchell bill differs drastically from the Gephardt bill in terms of the employer mandate. It would not require employers to pay for their employees' insurance until the year 2002, and then only if voluntary steps did not raise coverage to 95 percent of all citizens. Even then, employers only would pay 50 percent of all their employees' health benefits.

Employees at companies with fewer than 500 workers, as well as the unemployed and the poor would buy insurance from cooperatives to be established by non-profit groups, states or local governments. They also could purchase the federal insurance package. The bill also would expand Medicare.

The Mitchell bill benefits package includes doctor and hospital bills, prescription drugs, home health services and more.

Insurance companies could not deny or drop coverage because of illness. But health insurance firms participating in a

cooperative could vary rates depending on a person's age.

Substitutes may be offered during debate in both the House and Senate. Assuming each body passes a bill, a House/Senate conference committee then will forge a final version which is returned to each chamber for a vote.

### Clinton Will Back Senate Bill

During a nationally televised press conference on August 3, President Clinton said he believes that the 95 percent coverage goal in the Mitchell bill ultimately would lead to universal coverage, "and I would sign it."

The Gephardt bill more closely resembles the president's original health care bill, the Health Security Act, in that it calls for immediate universal coverage and an 80-20 employer mandate. Clinton alluded to favoring the Gephardt bill, but left no doubt that he would sign the Mitchell bill.

## All SIU-Contracted Lakers Are at Work

As the Great Lakes sailing season reaches its peak in August and September, all SIU-contracted Lakers have been broken out.

The vessels—self-unloaders, cement carriers, bulkers and tug/barges—have been busy resupplying coal, iron ore, grain, stone, cement and other products depleted during the harsh winter of 1993-94. The ships also are delivering goods to ensure these essential materials are available during the upcoming winter season when the Lakers are forced into safe harbors.

Seafarers have been sailing steadily for several months after they finally were able to report to their vessels in late March and April. Many shipping companies were forced to delay this spring's fitout because of severe icing on Lakes left over from the area's harshest winter in 16 years.

Once they did get the ships out of layup, work has been non-stop for the crews. There has been a mini-



The SIU-crewed *Charles Wilson* offloads iron ore in the port of Ashtabula, Ohio while a freight train waits to transport it to a steel mill.

mum of layoffs for SIU-crewed vessels, noted Byron Kelley, the union's vice president for the Great Lakes and inland waters.

The Lakes Carriers' Association has announced that for the first time since the late 1970s, all self-unloaders in the U.S.-flag fleet are operating.

The association, which represents U.S.-flag shipping com-

panies that operate on the Great Lakes, attributes the backlog created by the winter and growing industry needs as the reasons for all the ships to be in service.

Most Great Lakes vessels traditionally sail into December and early January before ice formations in the harbors and on the lakes force them into port until spring.





QMED Charles Pomraning (who, through his t-shirt, displays the philosophy that brought about the regulation aimed at reducing ozone-depleting agents) listens to Instructor Eric Malzkahn explain the work of a refrigerant recovery unit during the EPA refrigeration technician certification course in Baltimore last month.

## SAB: Refrigeration Techs to Be Given Priority for Certain Engine Positions

After November 14, seamen who hold refrigeration technician certifications recognized by the Environmental Protection Agency (EPA) will be given priority within his or her class of seniority for all QMED, electrician, refrigeration and junior engineer jobs, the Seafarers Appeals Board (SAB) announced early this month.

The action of the SAB, which is made up of an equal number of union and employer representatives, ensures that Seafarers remain the most qualified seamen in the world, meeting all the necessary government requirements. Shipping companies that are signatories to a collective bargaining agreement with the Seafarers International Union (SIU) are assured compliance with EPA regulations. Violations of the EPA's regulations that are aimed at reducing the release of chlorofluorocarbons (CFC) into the atmosphere, including the requirement that individuals handling refrigerants be certified, can be quite costly. A company can be fined \$25,000 if found violating these regulations.

The action, no. 374, calls for QMEDs any rating; QMED electricians; chief electricians; second electricians; chief, first, second and third refrigeration (reefer) engineers; engine utility reefer maintenance men; electrician/reefer maintenance men and unlicensed junior engineers to be given, within their class of seniority rating, priority for shipping if they hold the refrigeration technician certification.

To prepare Seafarers for the refrigeration technician certification test, the Paul Hall Center's Lundeberg School has been conducting two-day courses at its center in Piney Point, Md. and at SIU halls around the country. The full text of the SAB action follows.

### Seafarers Appeals Board Action No. 374

The Seafarers Appeals Board acting under and pursuant to the Collective Bargaining Agreement between the Union and the various Contracted Employers, hereby takes the following action:

Whereas, The U.S. government has charged the Environmental Protection Agency (EPA) with the responsibility of promulgating rules and enforcing the intent of the Clean Air Act Amendments of 1990.

Whereas, The EPA, on May 14, 1993, published in the Federal Register regulations that implemented Section 608 of Title VI (Vol. 58, No. 92) and included in the Code of Federal Regulations as 40 CFR Part 82. Section 608 establishes guidelines for handling and then eliminating CFC-based refrigerants in stationary refrigeration and air-conditioning systems. Among the provisions of the EPA's regulations is the designation of refrigerant technicians, defined as any individual who performs maintenance, service or repair on equipment using certain ozone-depleting substances, such as CFCs, into the air.

Whereas, The EPA technician requirement calls for all individuals with duties that require the opening of refrigeration systems to be certified by the agency by November 14, 1994.

Whereas, The EPA technician requirement calls for all technicians to maintain a copy of their technician certification card at their place of employment after November 14, 1994.

Whereas, On SIU-contracted ships, Seafarers who are rated as QMED's 1-2-3-or-4, Junior Engineers, Electricians, Refrigeration Engineers and others in the normal course of their shipboard duties handle refrigerants in galley equipment and ships' stores high pressure systems.

Whereas, On SIU-contracted passenger ships, Seafarers who are rated as QMED's 1-2-3-or-4, Junior Engineers, Electricians, Refrigeration Engineers and others in the normal course of their shipboard duties handle both low pressure and high pressure refrigerants and small appliances.

Whereas, The Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education has taken the following steps to assist Seafarers to obtain their EPA Refrigeration Technician certification: Establishing the facility as an EPA testing site, establishing SIU halls around the country as EPA testing sites, having Lundeberg School instructors become qualified as teachers of courses to prepare students for the EPA exam.

Now Therefore Be It Resolved, After November 14, 1994, priority will be given to any Seafarer shipping in the capacity of QMED any rating, Junior Engineer, Electrician, Refrigeration En-

gineer or other position which carries duties of handling refrigerants, holding an EPA Refrigeration Technician Certification of Type I and Type II.

Be It Resolved, After November 14, 1994, priority will be given to any Seafarer shipping in the capacity of QMED any rating, Junior Engineer, Electrician, Refrigeration Engineer or other position which carries duties of handling refrigerants who is assuming a job on a passenger ship, or other vessels designated by the SIU which utilize low pressure refrigerants, holding an EPA Refrigeration Technician Certification of Type Universal.

Be It Resolved, Any Seafarer who misses the EPA certification deadline of November 14, 1994, because he or she is on a vessel at the time, will be required to obtain his or her certification at the earliest available possible date after disembarking from that ship.

Be It Resolved, Article IX Shipping Rules Rule 5 Preference and Priorities A 5 shall be amended by adding new paragraphs (d) and (e) which shall read as follows.

(d) Within each class of seniority rating in the Engine Department, priority for the job of QMED any rating, QMED Electrician, Chief Electrician, Second Electrician, Chief, 1st, 2nd, and 3rd Reefer Engineer, Engine Utility Reefer Maintenance, Electrician/Reefer Maintenance and Unlicensed Jr. Engineer will be given to those seamen possessing a valid Type I or II EPA Refrigeration Technician Certification card. Such card must be shown to the union port agent or his designee at the time a Seafarer is clearing the hall to ship.

(e) Within each class of seniority rating in the Engine Department, priority for the job of QMED any rating, QMED Electrician, Chief Electrician, Second Electrician, Chief, 1st, 2nd, and 3rd Reefer Engineer, Engine Utility Reefer Maintenance, Electrician/Reefer Maintenance and Unlicensed Jr. Engineer for a passenger or other vessel requiring a Universal certificate will be given to those seamen possessing a valid Universal Type EPA Refrigeration Technician Certification card. Such card must be shown to the union port agent or his designee at the time a Seafarer is clearing the hall to ship.

Date: August 1, 1994

## For Refrigeration Certification 26 Courses Open To Seafarers

Instructors from the Paul Hall Center are scheduled to conduct the Lundeberg School's new, intensive Environmental Protection Agency (EPA)-approved refrigeration technician certification course this month at the SIU halls in Jacksonville, Fla., Mobile, Ala., New Orleans and Houston.

QMEDs, electricians, refrigeration engineers, junior engineers and anyone else involved in the repair and servicing of refrigeration equipment and air conditioning systems must be certified to do so by the U.S. government by November 14. Passing the refrigeration technician course will result in SIU members obtaining the required certification.

In order to aid Seafarers in earning the certification—mandated by regulations implementing the 1990 amendments to the Clean Air Act—the Lundeberg School last month announced a nationwide schedule for the refrigeration technician certification course. The first on-site classes took place in early July at the Baltimore SIU hall (see separate story on page 10). Many other ports also are scheduled to host the classes, the last of which will take place during the first week of December, in St. Louis. (See schedule below.)

The refrigeration technician certification course also is available as a mandatory part of all engine department upgrading courses at the Paul Hall Center in Piney Point, Md.

After November 14, Seafarers who sail in shipboard ratings that handle refrigerants and who have an EPA certification card will be given priority within their class of seniority rating.

### Four-Part Test

The Lundeberg School's two-day course prepares students for

the EPA exam, which is divided into four parts.

The first 25 questions are basic and general. The next 25 refer to small appliances. Passing these sections leads to a Type I certification. The next 25 questions cover high-pressure refrigerants. Passing this section and the core part of the test leads to Type II certification.

The final 25 questions concern low-pressure refrigerants. If a student passes this section and the core questions, he or she earns Type III certification.

Anyone who passes all four

Commonly asked questions about how the new EPA rule affects Seafarers are answered on page 6.

sections earns what is known as a Universal certification.

The SIU encourages all QMEDs to test for Universal certification. At minimum, most Seafarers who handle refrigerants will need Type I and Type II certification (galley equipment is covered under Type I and ships' stores systems are covered under Type II). Seafarers who work aboard cruise ships should seek Universal certification, because passenger ships are likely to use low-pressure refrigerants.

There is no limit to the number of times a person may take the test, so different certifications may be earned at different times.

### Rationale for Regs

The Clean Air Act amendments that were announced in May 1993 were developed so that the United States would reduce and then phase out the use of chlorofluorocarbons (CFCs) because of their link to depleting the atmosphere's ozone layer. Refrigeration and air conditioning systems often use CFC-based refrigerants.

### 1994 REFRIGERATION TECHNICIAN COURSE SCHEDULE

DAY	DATE	LOCATION
Tue.-Wed.	Aug. 9-10	Jacksonville, Fla.
Thu.-Fri.	Aug. 11-12	Jacksonville, Fla.
Tue.-Wed.	Aug. 16-17	Mobile, Ala.
Thu.-Fri.	Aug. 18-19	Mobile, Ala.
Tue.-Wed.	Aug. 23-24	New Orleans
Thu.-Fri.	Aug. 25-26	New Orleans
Mon.-Tue.	Aug. 29-30	Houston
Wed.-Thu.	Aug. 31-Sept. 1	Houston
Wed. - Thu.	Sept. 7-8	Piney Point, Md.
Tue.-Wed.	Sept. 13-14	Norfolk, Va.
Thu.-Fri.	Sept. 15-16	Norfolk, Va.
Tue.-Wed.	Sept. 27-28	Wilmington, Calif.
Thu.-Fri.	Sept. 29-30	Wilmington, Calif.
Mon.-Tue.	Oct. 3-4	San Francisco*
Wed.-Thu.	Oct. 5-6	San Francisco*
Tue.-Wed.	Oct. 11-12	Seattle
Thu.-Fri.	Oct. 13-14	Seattle
Wed.-Thu.	Oct. 19-20	Honolulu
Fri.-Sat.	Oct. 21-22	Honolulu
Tue.-Wed.	Nov. 8-9	Port Everglades, Fla.
Thu.-Fri.	Nov. 10-11	Port Everglades, Fla.
Wed.-Thu.	Nov. 16-17	San Juan, P.R.
Fri.-Sat.	Nov. 18-19	San Juan, P.R.
Tue.-Wed.	Nov. 29-30	Algonac, Mich.
Thu.-Fri.	Dec. 1-2	Duluth, Minn.
Tue.-Wed.	Dec. 6-7	St. Louis

(\*These dates differ from previously published dates for San Francisco. The dates published here are correct.)



# Q&A: How the New EPA Rule Affects Seamen

The Seafarers International Union (SIU) and the Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education have embarked on a program to aid Seafarers in obtaining their refrigeration technician certification, which by November 14 will be required of any individual who handles refrigerants.

What follows, in a question and answer format, is information for Seafarers on the regulation that requires that individuals who work with refrigerants be certified. Discussed below are how the regulation affects Seafarers and the training program available to SIU members to prepare for the refrigeration technician certification test.

## Why did the EPA establish the refrigeration technician certification?

After many scientific studies showing that chlorofluorocarbons (CFCs) contributed to the depletion of the world's ozone layer, some 90 countries, in 1987, ratified an agreement calling for steps to be taken to reduce the release of CFCs into the atmosphere.

The U.S. Congress responded by enacting the Clean Air Act Amendments of 1990. Title VI of those amendments, entitled "Stratospheric Ozone Protection," calls for phasing out the use of products in the United States which emit CFCs.

The governmental agency in the U.S. assigned to enforcing the intent of the Clean Air Act Amendments, the EPA, issued regulations in May of 1993 that called for a series of steps to eliminate the release of CFCs (*Federal Register*, Vol. 58, No. 92). Among its regulations, the EPA called for the certification of all individuals who handle CFC-based refrigerants.

## When does the regulation take effect?

The EPA rule states that all individuals who work with refrigerants must hold the refrigeration technician certification by November 14, 1994.

## Who is affected by the EPA's refrigeration technician regulation?

Any individual who handles CFC-based refrigerants. For seamen, this includes all QMEDs, unlicensed junior engineers, all refrigeration ("reefer") engineers and all electricians. Any seaman who in the course of his or her duties works with refrigeration equipment or air conditioning systems is required to hold an EPA refrigeration technician certification.

## What if a Seafarer sails as a pumpman?

While a pumpman's duties generally do not require that he or she hold a refrigeration technician certification, the SIU encourages any member sailing in the engine department to obtain the certification. In this way, should a pumpman sail as a QMED, he or she will meet the proper qualifications.

## What are some of the refrigerants routinely used on ships?

CFC-based refrigerants such as R-12 and R-11 often are used on ships. To handle these after November 14, an individual must hold the EPA's refrigeration technician certification. The use of these substances will be prohibited after January 1, 1996. Hydrochlorofluorocarbon (HCFC)-based refrigerants, such as R-22, will be phased out by 2030. HCFC-based substances have a longer phase-out time as they do not break down the ozone layer as rapidly as do CFC-based refrigerants.

## How does a Seafarer become an EPA certified refrigeration technician?

Refrigeration technician certification is secured by taking an EPA approved test. The test is given by various organizations certified by the EPA to do so. The Lundeberg School is one of those organizations.

## How did the Lundeberg School become certified by the EPA to conduct testing for the refrigeration technician certification?

After the EPA issued its regulations in May of last year mandating that all in-

dividuals who handle refrigerants hold an EPA certification, the Lundeberg School did an assessment to determine how the regulation would impact seamen. The school reviewed shipboard jobs and equipment and surveyed the extent of refrigerant handling in shipping.

Once it was determined that seamen in certain shipboard positions would be subject to the regulation, the Lundeberg School applied with the EPA to be designated as a testing and training center for the refrigeration technician certification course and exam. The Lundeberg School also sought designation of every SIU hall in the country as a testing site. The EPA approved the Lundeberg School and the union halls as testing sites and also certified its course. The Lundeberg School also is approved to proctor the exam.

## What distinguishes the Lundeberg School's refrigeration technician certification course from ones available commercially?

The EPA has found that the Lundeberg School's course has the highest pass rate among the many refrigeration technician certification classes. The school's pass rate is 85 percent. Other groups are averaging 50 percent pass rates. The Lundeberg School's course is available to Seafarers at no charge. It also is open to other individuals who work with refrigerants, but those non-Seafarers must pay a fee. The Lundeberg School conducts the EPA approved exam directly after its course. The school has a number of classes set up this year to assist Seafarers in obtaining the certification by the date the regulation goes into effect, November 14. It also will hold classes after that date for Seafarers who want to obtain the certification before shipping again.

## If a Seafarer is on a ship during the November 14 deadline, what should he or she do?

The Lundeberg School will be offering courses throughout the month of December at some of the union halls. (See schedule of courses on page 5.) Also, the Lundeberg School will hold refrigeration technician courses at its site in Piney Point early next year. That course also will be part of any QMED upgrading program held at Piney Point. A Seafarer can sign up for any of the courses offered at the union halls. To attend the sessions at Piney Point, a Seafarer should submit his or her application through the customary admissions procedure.

The union is asking that any individuals who cannot take the course and test before November 14, do so as quickly as possible thereafter. After November 14, Seafarers who hold the refrigeration technician certification, who throw in for shipboard jobs with refrigerant handling duties, will be given priority for those positions.

## After November 14, will the refrigeration technician certification be necessary to register?

Proof of holding the refrigeration technician certification is not required at the time a Seafarer registers for employment at a union hall.

## After November 14, will the refrigeration technician certification be necessary to ship?

When bidding for jobs at the hall, a Seafarer with proof of the appropriate level of refrigeration technician certification will be given priority within his or her class of seniority rating for the jobs of QMED any rating; QMED electrician; chief electrician; second electrician; chief, first, second and third reefer engineer; engine utility reefer maintenance; and unlicensed junior engineer.

Proof of holding the refrigeration technician certification at the correct level for the shipboard job will therefore be necessary when throwing in for a job. It also must be shown to the union port agent or the person he designates at the time a Seafarer clears the hall to ship.

## What level of refrigeration technician should a Seafarer attain?

For work on most SIU-contracted ves-

sels, Type I/Type II certifications will be necessary. Certain other ships, particularly passenger vessels, may require all levels of certification—Type I, Type II and Type III. If an individual holds all three types, he or she is said to have a Universal certification.

Because certain shipboard jobs on passenger ships and other vessels with centrifugal air conditioning systems will require individuals with Universal certification, the SIU encourages all of its members who handle refrigerants to seek Universal certification. However, for most shipboard jobs on cargo vessels, only Type I/Type II certification will be necessary.

## What are Type I, Type II, Type III and Universal levels of refrigeration technician certification?

The EPA designates four levels of certification. Type I covers work on refrigerants used in small appliances. An example of this kind of equipment on a ship might be a cold storage unit in a galley. Type II is for work with high-pressure refrigerants which are used in certain air conditioning systems or ship's stores equipment. The third level, Type III, involves working with low-pressure refrigerants. These are found in larger centrifugal air conditioning systems, such as those used on passenger ships. The fourth stage is called Universal, meaning that it encompasses Type I, Type II and Type III.

## Does the refrigeration technician certification exam reflect these different levels?

Yes. The first 25 questions of the exam are basic and general. Everyone taking the test must pass this first section. The second group of 25 questions is for Type I certification. Passing the general section and passing this portion of the test leads to Type I certification. The third set of 25 questions covers high-pressure refrigerants. Passage of the first section and this third set of questions results in Type II certification. The fourth set of 25 questions deals with low-pressure refrigerants. Getting a passing mark in this section, along with passing the first set of general questions, leads to Type III certification.

If an individual passes all four sections of the test, he or she has earned Universal certification.

## Is it possible to pass one set and fail another?

Yes. Not only is it possible to pass one section and fail another set, but also it is possible to pass more than one section and fail more than one section. For instance, the test taker may pass the general questions, the Type I questions, but fail the Type II questions in the third set of 25 questions and the Type III questions in the fourth set of 25 questions. This person has earned a refrigeration technician certification Type I.

## Can a Seafarer test again for a part he or she failed?

Yes. An individual can take any part of the exam as many times as he or she chooses. It does not mean that an individual has to retake the parts he or she passed. For example, if a test taker passed the general section and the Type I questions, and failed the Type II set of questions and failed the Type III group, that person would not have to take the general section or Type I section of the test again. He or she could choose to retest at the same time for Type II and Type III, or he or she could concentrate on one section the next time around.

## How difficult is the test for refrigeration technician certification at any level?

Seafarers who have taken the exam, report that it is a tough test. This is largely because, while a Seafarer may have used refrigerants and transferred them, he or she may not know the regulations or the recent government requirements as to how the substance should be handled.

## How can a Seafarer prepare to take the refrigeration technician test?

Seafarers who have taken the test and the course instructors from the Lun-

deberg School strongly recommend that Seafarers purchase the textbook for the course between one month and two weeks in advance of taking the class. This study aid, entitled "Refrigerants and the Environment," walks a Seafarer through all facets of the refrigeration technician certification. If a Seafarer reads this book and does the exercises after each chapter, he or she will be able to make the most out of the class. Even for Seafarers who take the course, there is a direct correlation between reading the book in advance and passing the test, says a Lundeberg instructor conducting the classes.

## How does a Seafarer obtain the book "Refrigerants and the Environment?"

Seafarers can purchase the book at union halls or by ordering it from the Lundeberg School. The cost of "Refrigerants and the Environment" is \$25.00. To order the book from the Lundeberg School, mail a \$25.00 check made out to the "Paul Hall Center" and send to EPA Refrigeration Technician Course; Paul Hall Center for Maritime Training and Education; P.O. Box 75; Piney Point, MD 20674; ATT: J.C. Wiegman. Be sure to indicate an address where the book should be sent.

## Are there any other materials associated with the course?

Yes. The Lundeberg School has developed a workbook which is used during the course. The Seafarer keeps that workbook and can use it after the class if he or she is studying for another round of testing for any section of the test he or she did not pass the first time the exam was taken.

## Where and when are the Lundeberg School refrigeration courses taking place?

In August, the Lundeberg School will hold two-day courses in Jacksonville, Fla.; Mobile, Ala.; New Orleans, La. and Houston, Texas. In the month of September, courses will be offered in Norfolk, Va. and Wilmington, Calif. October features classes in San Francisco, Calif.; Seattle, Wash. and Honolulu, Hawaii. During November, the course will be held at Port Everglades, Fla.; San Juan, P.R. and Algonac, Mich. In December, Duluth, Minn. and St. Louis, Mo. will be the training sites. For a complete schedule, consult page 5 of this edition of the *Seafarers LOG*.

Additionally, the Lundeberg School will offer a course at Piney Point on September 7 and 8 (with check-in on the 6th). The school will hold refrigeration technician certification courses periodically at Piney Point. For Seafarers upgrading their QMED ratings, the refrigeration technician certification class will be included in their overall training program.

## How does a Seafarer qualify for the Lundeberg School's refrigeration technician course?

The courses being held at union halls around the country are open to any Seafarer who handles refrigerants in his or her current shipboard position. It also is open to Seafarers who have reason to believe that they will one day be handling refrigerants.

To attend a course at the Lundeberg School in Piney Point, a Seafarer must meet the usual requirements for attending the school. A Seafarer must apply for a course at Piney Point through the school's admissions office.

## How does a Seafarer sign up for a Lundeberg School course?

To attend a course at a union hall, a Seafarer should contact that hall and have his or her name added to the list of course participants. He or she should leave a phone number as to where they can be reached should there be any changes in the schedule. The Seafarer will have to make his or her own arrangements for transportation and lodging.

If a Seafarer intends to take the course at the Lundeberg School in Piney

Continued on page 10



# Seafarers' Timely Response Saves Life of Alton Man

One reason why Seafarers constantly practice lifeboat drills is so that, in the event of an actual emergency, they will react swiftly and automatically.

Perhaps that explains the businesslike attitude among SIU members on the *Alton Belle II* who last month saved the life of a local resident who apparently was about to drown in the Mississippi River.

"We train for this every

week," said Deckhand **Bill Jackson**, one of two Seafarers who crewed the rescue boat and pulled the victim to safety in the pre-dawn hours of July 23. "When you're involved in a real rescue, it just kind of comes to you. It's something that puts you to the test, but we know how to handle it."

Captain **John Mosele** agreed. "This is positive proof that routine drills make our efforts effective in any situation," he said.

The *Alton Belle II* had more than 800 passengers on board and was cruising near the Alton, Ill. Water Works when it received a distress call at 2:52 a.m. Mosele gave orders to launch a rescue boat, and the 16-foot craft was in the water two minutes later.

"It was pitch-black outside," recalled Jackson, who was joined by fellow Deckhand **Jeff Newton**. "We used a spotlight, plus we had help from the Alton Police Department on the river bank."

First Mate **Mike Williamson** spotted an oncoming tow boat, then quickly halted all river traffic while the deckhands commenced their search.

It took only 15 minutes to locate and rescue the victim, who was exhausted but seemingly otherwise unharmed. He was roughly 150 yards from shore.

"We had a tough time pulling him on board, because he was so tired and soaked, plus he was fully clothed," said Jackson, 33, who added that neither he nor Newton ever had been involved in another rescue. "The undertow is swift, and if he had gone under . . . Fortunately, we got there quickly enough that he was still there."

Mosele commended Newton, Jackson and the rest of the crew for a quick and efficient response. He added that the struggling swimmer "was just about on his last legs when they got to him."

After the rescue, the crewmembers learned of the unusual circumstances which precipitated the dangerous dive. A spokesman for the local fire and rescue department said the swimmer, a local man approximately 19 years old, was riding in a car with his girlfriend and another couple when he and the girlfriend got into an argument. The man reportedly told the driver to pull over, then walked down the river bank and dove into the Mississippi.

He was not injured, and no charges were filed against him. "But if it had gone on much longer, there would have been a body search," said the spokesman. "He wouldn't have made it."



From left, Deckhand Bill Jackson, Capt. John Mosele, Mate Mike Williamson and Deckhand Jeff Newton helped save an Alton man who was trying to swim across the Mississippi River.

## H. Creel and D. Won to Join FMC

President Clinton last month nominated Harold Creel and Delmond Won to serve on the Federal Maritime Commission (FMC).

Confirmation hearings were held on August 4 for both Creel, who is counsel to the Senate Merchant Marine Subcommittee, and for Won, a Hawaiian state official.

Both nominees are Democrats and are expected to be approved as commissioners. If and when they are, it would bring the five-member FMC to capacity for the first time since Clinton was sworn into office.

Creel will be scheduled to

serve a five-year term, while Won will serve three years. Won would replace Francis Ivancie, who has been serving on an expired term.

The SIU has worked closely with Creel in his capacity of counsel to the Senate Merchant Marine Subcommittee and urged President Clinton to back Creel for the FMC post.

Won has been a member of Hawaii's Land Use Commission since 1990. He also has held management, government affairs, planning and other positions at Honolulu-based shipping companies, primarily Young Bros. Ltd. and Hawaiian Tug & Barge Corp.

Clinton described both nominees as having "the education, background and experience we need to maintain the quality of our Federal Maritime Commission, especially as we work to make essential reforms in the maritime industry."

The regulatory agency is chaired by Democrat William Hathaway, formerly a senator from Maine. The other members are Joe Scroggins, a political independent who used to work as a port official in Tampa, and Republican Ming Hsu.

No more than three members of the FMC may be of the same party as the president.

### Labor Briefs

#### ITF Meets in Convention to Take Up Issues Affecting Transport Workers

The issues facing the world's transport workers will be the center of discussions at the convention of the International Transport Workers Federation (ITF), scheduled for August 4-11 in Geneva, Switzerland.

Noting that workers in the maritime, rail, airline and vehicular sectors face rapidly changing technology, integrated transport structures such as intermodalism, and easy mobility of capital, the ITF hopes to develop a series of initiatives to ensure that transport workers have input on the future course of their industries.

The ITF, with which the SIU is affiliated, also will examine its campaign to raise the standard of living of the world's seamen, particularly those who work aboard runaway flag vessels. For many seamen working on ships under runaway registers—which offer shipowners the use of the flag of the nation in exchange for a fee—conditions are substandard. The world federation of transport unions intends to review how its campaign to aid seamen on runaway-flag vessels can be made increasingly effective.

#### U.S. Trade Deficit Widens, Exports to Mexico Decline

The U.S. this year is on pace to match its record \$160 billion trade deficit of 1987, and enactment of the North American Free Trade Agreement (NAFTA, now in effect between the U.S., Canada and Mexico) in January is contributing to that ignominious rate of movement.

During the first quarter of 1994, the U.S. deficit with Canada increased by more than 50 percent, while America's previously steady surplus with Mexico practically was eliminated.

The deficit with Canada rose to \$1.1 billion in April, according to data from the U.S. Commerce Department. Meanwhile, the trade surplus with Mexico dropped from \$166 million in March to just \$7 million in April, as U.S. exports to that country declined by 13 percent.

Overall, during the first four months of this year, the combined U.S. deficit in North America swelled to \$3.2 billion, compared to \$2 billion in the same period of 1993.

#### Senate Republicans Filibuster Workplace Fairness Legislation

Last month, a Republican-led filibuster prevented a Senate vote on a bill that would make it illegal for employers to "permanently replace" workers who are engaged in a lawful strike.

Supporters of the Workplace Fairness Act—including the AFL-CIO, President Clinton and a majority of congressmen and senators—fell a handful of votes short of the 60 needed to break the filibuster and force a vote.

The bill twice has been approved by the House, and the president has vowed to sign it if given the chance.

Lawmakers who back the measure indicated they would try to get it passed in the Senate later this year by attaching it to a bill that is strongly supported by Republicans. In that case, only a simple majority would be needed for approval.

## Source of Deadly Legionnaires' Disease Traced to Runaway-Flag Cruise Ship

A rare form of pneumonia known as Legionnaires' disease has claimed the life of one man and has infected at least 10 others, all of whom were passengers last month on the runaway-flag cruise ship *Horizon*.

The U.S. Centers for Disease Control and Prevention (CDC) also is investigating 25 suspected cases of the disease among other passengers.

According to newspaper reports, laboratory tests of samples from the *Horizon's* water system revealed the presence of the bacteria that causes Legionnaires' disease, although no live viruses have been found.

One unconfirmed theory is that the contamination may have spread through the ship's three whirlpool spas. But pinning down the exact source and cause may take months.

The *Horizon* is owned by Fantasia Cruising of Greece, flies the flag of Liberia and is operated by Celebrity Cruises of New York. The vessel, which recently was cleared by the CDC to resume its normal weekly route from New York to Bermuda, was removed from service on July 20 after tests showed the presence of Legionnaires' bacteria in the vessel's water. The water system was treated with massive amounts of chlorine, then was drydocked in Baltimore. After further inspection and testing, the ship went back into service earlier this month, although the whirlpools remained closed on the advice of health officials.

A 68-year-old school bus driver from Long Island passed away on July 22 in a New York



The runaway-flag cruise ship *Horizon* was drydocked in Baltimore after tests of the vessel's water system revealed the presence of the bacteria that causes Legionnaires' disease.

hospital, three weeks after embarking on a cruise aboard the *Horizon*. He reportedly had been admitted with symptoms of Legionnaires' disease.

The SIU for many years has

called for stricter laws that would make foreign-flag cruise ships that operate from U.S. ports subject to the same stringent regulations that govern U.S.-flag ships.

## Seafarers Help Pull Runaway-Flag Tanker To Safety Without Spillage

SIU members in the port of San Juan, P.R. last month helped pull a grounded oil tanker to safety without spilling any of the 13 million gallons of fuel oil the runaway-flag vessel was carrying.

Seafarers aboard tugs operated by Crowley Maritime moved the Greek-flagged, Liberian-owned *Mantinia* safely into Guayanilla Bay. The 749-foot ship had been grounded in sand.

Other SIU members were standing by with oil containment booms and skimming equipment

in case of a spill. SIU tankermen also were on hand in case the *Mantinia* needed to be lightened before the move.

According to newspaper reports, the U.S. Coast Guard is investigating to determine the cause of the grounding and whether or not there was negligence on the part of the tanker's owners.

The *Mantinia* is owned by Metro Freighting Corp. of Liberia and operated by National Shipping and Trading of New York.



# House Says Yes to U.S. Ships

Continued from page 3

U.S.-flag ships; preserving the capability to be able to build and repair both warships for the Navy and commercial ships for domestic and international trade; and assuring that our nation's international trade will not become captive to foreign shipping interests who do not care about American businesses."

Showing his support for the amendment was Rep. Gerald Kleczka (D-Wis.), a member of the Ways and Means Committee. After expressing his concern that shipbuilding should be included in any measure from the House, Kleczka said, "I think it is time to worry about American jobs and American industry."

The Studds-Fields amendment was approved by the House 268

to 153. House members then cast their votes on the bill as amended.

Like the vote for the amendment, the total legislation received support from both sides of the aisle.

"Passage of this bill will ensure that essential military equipment is carried on U.S.-flag vessels and commercial vessels will be built in this country," Lipinski told his fellow members.

Added Bateman, "It is not an overstatement to suggest that unless we fund H.R. 2151, which we overwhelmingly passed last year, the last American-flag vessel will disappear from the seas of the world. That is not a theory. That is a fact."

"This country desperately needs this legislation," noted Rep. Joseph Moakley (D-Mass.), the chairman of the House Rules Committee. "We can no longer

stand idly by and let our merchant fleet continue to decline toward a certain extinction."

Recalling that Congress passed a maritime bill while America was at peace in 1936, Rep. James Quillen (R-Tenn.) urged, "Let us do what Congress did in 1936. Let us recognize the world is a dangerous place. Let us reassure the American people and purchase an insurance policy. Let us maintain an American maritime industry."

Rep. Gerald Solomon (R-N.Y.) remembered how foreign-flag crews, who were being used because there were not enough U.S.-flag ships available, refused to sail with American military goods to Saudi Arabia during the Persian Gulf war. "We cannot let that happen again," he said.



Rep. Charles Andrews (D-N.C.) speaks in favor of maritime revitalization legislation before the full House.

## O'Brien to Call On Eastern Ports Before Heading Home to San Fran

Having completed a successful European tour for the 50th anniversary of D-Day, the Liberty ship *Jeremiah O'Brien* in late July began its voyage from Le Havre, France back to its home port of San Francisco.

Along the way, the World War II-era vessel is scheduled to call on three East Coast ports. On August 6, the *O'Brien* is slated to arrive in Portland, Maine, near where it was constructed in 1943. Later this month, it will make calls in Washington and in Jacksonville, Fla.

Although the shipyard where the *O'Brien* was built no longer exists, the local shipyard society in Portland is conducting a fundraiser for the vessel.

Approximately half of the crewmembers who made the voyage from the U.S. to France and England still are manning the ship. (Others signed on only for the return trip.) Many active and retired members of the Sailors' Union of the Pacific (SUP) and the Marine Firemen, Oilers and Watertenders (MFWO), both affiliates of the Seafarers International Union of North America, were and are among the *O'Brien's* crew. Several retirees from the Marine Cooks and Stewards, which merged with the SIU in 1978, also were on board.

Literally millions of spectators viewed the ship during various ceremonies related to the D-Day commemoration. The lone representative of the U.S. merchant marine, the *O'Brien* also was the

only one of the nearly 6,500 military and privately owned ships which were part of the Normandy invasion in 1944 and that returned for the 50-year anniversary activities.

### Bosun Recalls Events

In early July, Bosun Rich Reed sent a letter to the SUP newspaper recounting some of the recent events that took place on the ship. Part of that letter is reprinted here, with permission:

*We are finally getting our ship back to ourselves. Things got pretty hectic and crowded on here during all the D-Day activities. It was a real exciting time with all the VIPs: the President and Mrs. Clinton, Lane Kirkland of the AFL-CIO, and Al Herberger of MarAd.*

*A lot of work went into the presidential visit. Myself and the deck gang spent many days working with the Secret Service in anticipation of the arrival. Since we were at anchor when the President and First Lady boarded, we had to go over all the gangway gear and cargo gear used to raise and lower the gangway.*

*The Secret Service is a real stickler for detail, so they were concerned about the slightest little thing. The deck crew is to be commended for the extra work involved.*

*June 6 found us anchored off the Normandy beaches, while a mile away on shore the heads of state met for the ceremonies. At 1000 hours, members of the deck department met on the stern. We observed*

*a minute of silence and dropped a wreath in honor of merchant seamen and SUP brothers lost during World War II.*

*We spent a few days at the old Chatham Naval Yard near Rochester on Medway in England. From Chatham, we shifted up the Thames to London. We tied up alongside HMS Belfast in midstream, just up the river from Tower Bridge.*

*From London, we sailed the English Channel to Cherbourg, France. Here we have participated in the events celebrating the 50th anniversary of the liberation of Cherbourg. The crew marched in a parade, and that afternoon we left our berth and anchored about a quarter-mile offshore, inside the breakwater.*

*Here we simulated the offloading of Liberty ship cargo into DUKUs (Ducks).*

*This was a well-publicized event and was watched from ashore by more than 100,000 people! (And we didn't drop one load!)*

*From Cherbourg we shifted to Rouen, where we will participate in the Armade de la Liberte, a tall ship festival that lasts a week and may draw up to three million people!*

*So far, this entire voyage has been quite an adventure. We have had letters, greetings and press coverage from all over the world. However, without the help of the shipping companies, the maritime unions and lots of others, it could not have happened.*

*Fraternally,  
Rich Reed, Bosun*

## Progress of Maritime Revitalization Legislation

DATE	EVENT
June 1992	Transportation Secretary Andrew Card presents Bush administration's maritime proposal for a seven-year, \$1.1 billion program to Congress, which adjourns before either House or Senate acts on legislation.
March 1993	Transportation Secretary Federico Peña meets with representatives from maritime labor, U.S.-flag shipping companies and shipbuilders to discuss possible Clinton administration maritime program.
May 1993	Reps. Studds, Fields, Lipinski and Bateman introduce H.R. 2151, legislation outlining a 10-year maritime revitalization program. House Merchant Marine and Fisheries Committee holds hearing in which the SIU and other maritime labor unions announce support.
June 1993	Sea-Land and APL seek permission to transfer 20 U.S.-flag vessels to foreign registry.
July 1993	At the request of maritime labor, House passes by 388 to 41 a provision to prohibit any re-flagging requests through the end of 1994. The language was an amendment to the FY '94 MarAd funding bill.
August 1993	House Merchant Marine and Fisheries Committee clears H.R. 2151 for full House debate and vote.
November 1993	House passes H.R. 2151 347-65. During floor debate, House also rejected by 309-109 margin an attack on cargo preference laws. Bill sent to Senate without funding mechanism.
February 1994	Peña announces administration will fund maritime revitalization in 1995 fiscal year budget.
March 1994	Peña unveils funding mechanism for maritime revitalization. Studds, Fields, Lipinski and Bateman sponsor legislation, H.R. 4003, which calls for tonnage duties to be raised to fund 10-year, \$1 billion effort to help fund up to 52 U.S.-flag liner vessels. Maritime labor announces support. House begins hearings.
April 1994	Senate starts hearings on maritime administration's maritime revitalization funding program.
May 1994	House Merchant Marine and Fisheries Committee passes H.R. 4003 as 10-year, \$1.7 billion program to help both U.S.-flag merchant fleet and U.S. shipbuilding. Bill goes to House Ways and Means Committee.
July 1994	Ways and Means removes shipbuilding component from H.R. 4003 and sends bill to full House as a 10-year, \$1.05 billion program designed to aid U.S.-flag vessels.
August 1994	House passes H.R. 4003 294-122 after amending bill to include shipbuilding funds. Senate Commerce, Science and Transportation Committee holds hearings on 10-year, \$1.35 billion legislation.

## OECD Pact Would End Shipbuilding Subsidies

After five years of negotiations, representatives from the United States and other shipbuilding nations participating in the Organization for Economic Cooperation and Development (OECD) have reached an agreement that would end vessel construction subsidies worldwide.

The pact between the U.S., the European Union (EU), Japan, Korea, Norway, Sweden and Finland is scheduled to go into effect on January 1, 1996, but it still must be ratified formally by each country. Ratification could take place in mid-October, despite possible opposition by France. The other 11 nations of the EU support the agreement, which covers construction and repair of self-propelled seagoing vessels of 100 gross tons or more.

The agreement's major elements are as follows:

- It would eliminate virtually all government subsidies granted directly to shipbuilders, as well as government monies passed indirectly through ship operators.
- It would penalize nations for dumping domestically produced vessels. (Dumping means selling at less than fair market value, which would distort the world market.)
- Jones Act domestic-build requirements would remain intact, although the U.S. has agreed to take responsive measures if construction levels are found to "significantly undermine the balance of rights and responsibilities under the agreement," according to the pact's language.

For the first three years of the agreement, construction of Jones-

Act qualified ships, which are used in the domestic trades, would be limited to 200,000 gross tons per year. There would be no tonnage maximums after three years. (According to data from the Shipbuilders Council of America, the U.S. currently builds an average of less than 200,000 gross tons per year for the Jones Act trades.)

• The U.S. would not have to eliminate Title XI loan guarantees, an existing program that provides government-backed loans to both domestic and foreign interests who want to have vessels built in U.S. shipyards. But Title XI terms would have to be brought into compliance with the OECD pact's provisions on export and home credits, which already are similar to Title XI guarantees. This means that the terms of financial guarantees will be limited to 12 years rather than Title XI's current limit of 25 years.

• Export credits would be controlled via a modified version of an existing OECD understanding on export credits for vessels.

• Home and export credit schemes would exist on the same terms.

• It would establish dispute settlement mechanisms.

Senator John Breaux (D-La.), who is sponsoring a bill that would permit the U.S. to penalize foreign ships that are built with government subsidies and that call on U.S. ports, hailed the OECD agreement. He declared that it "achieves virtually every major U.S. objective."



# NY Ferry Service Adds Route, More to Come

## 13 Seafarer-Crewed Boats Offer a Popular Commuting Alternative

When the SIU-contracted NY Waterway commuter ferry and bus service recently added a new ferry route to its already bustling business between New York and New Jersey, it marked another successful step in the revival of a mass transit ferry system in the New York/New Jersey area. While the region's ferry service boomed in the late 19th century, it had virtually disappeared in the later part of the 20th century, but now thrives.

Formerly named Port Imperial FerryBus System, NY Waterway began eight years ago as a one-boat operation with two crewmembers on board, including Captain Bob Alburto, who still works on the ferries.

Today, more than 50 SIU members sail as captains and deckhands aboard the 13 commuter ferries that are owned and operated by NY Waterway President Arthur Imperatore. Additional shipboard jobs were created two months ago when the latest boat, the *Henry Hudson*, went into use, and that vessel is transporting more than 1,500 passengers daily between the Colgate Center in New Jersey and the World Financial Center in Manhattan.

Another new ferry also is being built (scheduled for delivery later this year), and the company anticipates adding as many as four more commuter routes and two leisure routes in the near future. Meanwhile, day cruises to local tourist attractions and other sites recently were started.

"From the time I was a boy growing up in Hudson County, ferries and the Seafarers were a big part of the activity and excitement on the Hudson River," Imperatore noted. "I consider it a very special highlight of my working career to have successfully returned ferries to the



NY Waterway's newest ferry, the SIU crewed *Henry Hudson*, transports passengers to and from the financial district in New York City.

metropolitan area for new generations to know and love."

In all, the commuter ferries currently transport about 20,000 passengers per day between lower and midtown Manhattan, the Colgate Center and the New Jersey towns of Weehawken and Hoboken. Each boat has a capacity of about 400 passengers, travels at an average speed of between 15 and 18 mph and is roughly 100 feet long. One-way trips last five to 10 minutes, depending on the route, and the ferries run from 6:45 a.m. until 10 p.m.

"You always want to make as many runs as possible, while

maintaining safety," explained Captain Mark Summers. "We have to remember that we're responsible for a lot of people and a lot of equipment."

### Safe and Reliable

Imperatore's business savvy, along with the safe and reliable work of SIU members aboard the boats, has proven to be a winning combination in reviving the region's ferry service. Competing directly with government-subsidized public transportation, Imperatore's ferries and buses "have transported more than 18 million passengers without a dime of federal or state subsidy," he said.

The fares—which include bus service on both sides of the river—average a little more than \$30 per week for customers who buy a monthly pass.

The ferry service in particular has earned a reputation as quick, safe, convenient and reliable for commuters. This was never more evident than during the severe winter storms earlier this year; while other transportation systems were shut down or substantially delayed, the SIU crewed boats forged ahead and maintained timely schedules.

Similar scenarios played out during the Blizzard of '93 and in the aftermath of the terrorist explosion which rocked the World Trade Center in February of last year. In the latter instance, the ferries worked on an emergency schedule to relieve the overcrowding for the city's thousands of stranded commuters, because subway and bus transportation was disrupted.

### Well-Received

The response to the announcement of the latest service route between Colgate Center and Manhattan indicates how popular the ferries have become. Local media coverage at the maiden voyage was extensive, and many dignitaries were in attendance, including New Jersey Governor Christine Todd Whitman and Jer-

### NY Waterway's Newest Ferry

Name: Henry Hudson  
 Top speed: 20 mph  
 Length: 97 feet, 6 inches  
 Beam: 25 feet, 6 inches  
 Draft: 6 feet  
 Engine power: Two Caterpillar diesel engines rated at 672 horsepower each  
 Electrical power: Two G.M. Detroit engine driven generators for total ship's service  
 Gross tonnage: 95.58 G.T.  
 Passenger capacity: 399  
 U.S. Coast Guard certification: River service and coastwise service not more than 20 miles from land  
 Hull construction: Aluminum plate welded to an aluminum framework and bulkheads  
 Superstructure: Aluminum plate welded to an aluminum framework. Fixed and sliding windows.  
 Equipment: Heated foredeck to melt snow and ice, VHF radio, radar, public address system, horn, depth indicator, compass, running lights, searchlight, heated windshield with wipers, interior lighting, radiant heat panels, upholstered fixed seating, carpeting, restrooms, handrails, anchor and anchor line, docking lines, superstructure insulation, soundproof engine, nonskid decking.  
 Misc.: Lower deck fully enclosed, upper deck partially enclosed  
 Builder: Gladding-Hearn, Duclos Corp. of Somerset, MA.

and apartments are replacing old, non-operational factories and railroad yards.

Summers volunteered for the new route "to help make sure it got off to a smooth and timely start. Also, I've done all the other routes, so this was a chance to meet new people."

Highlights of the route include being able to see the Statue of Liberty and meeting new customers, Summers said. But the work also is quite challenging, as Summers or another captain must execute 53 dockings in eight hours. They also must be keenly aware of other river traffic and wakes.

*"It's a convenient and desirable way to get into the city without having to stand in a crowded subway. . . ."*

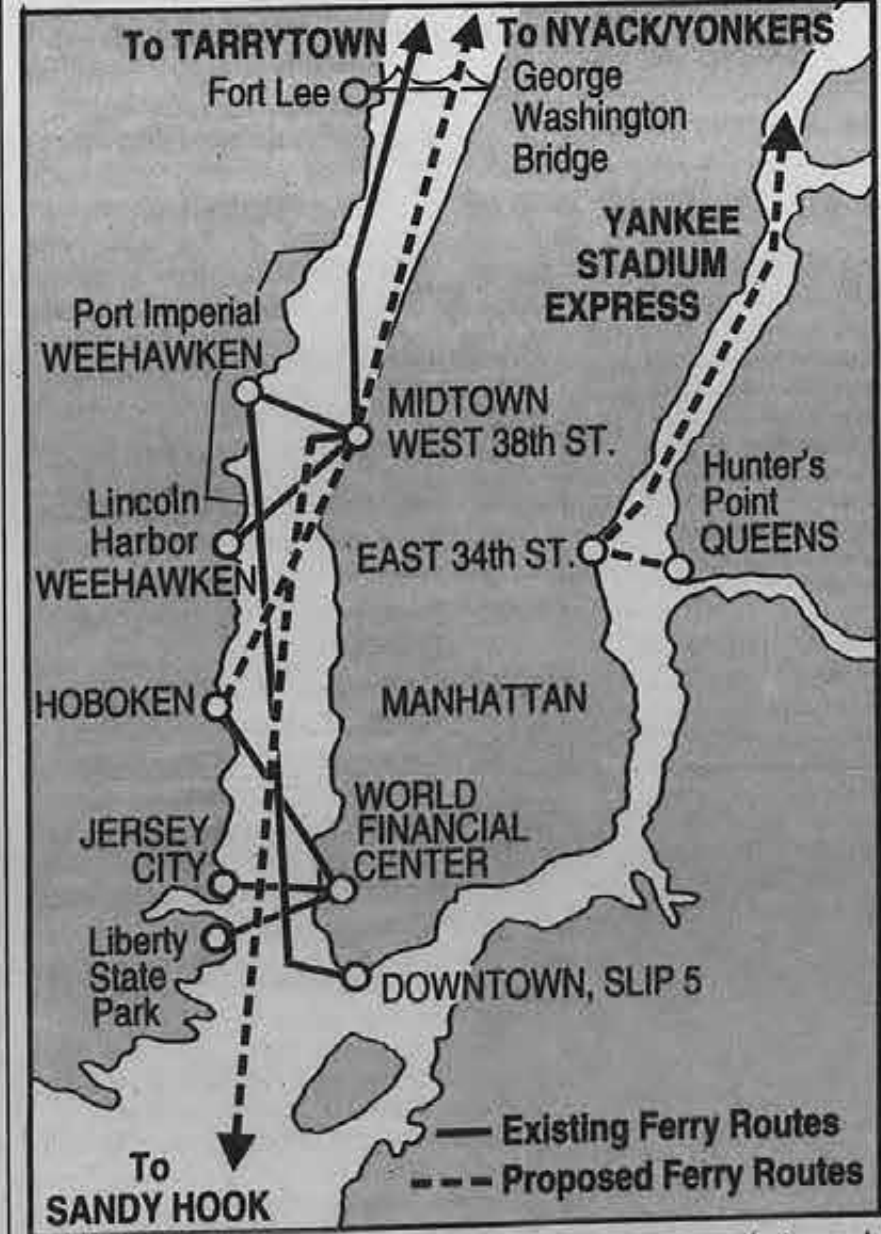
— Capt. Manny Rebelo

Captain Manny Rebelo also has piloted the *Henry Hudson*. "There's no other mass transit there, and we drop off passengers right in the financial district," he noted. "It's a convenient and desirable way to get into the city without having to stand in a crowded subway. People depend on it and the [passenger count] is increasing daily."

### Day Cruises

The existing day cruises (which have regular schedules but also may be taken on a charter basis) include trips to the newly opened Rockefeller family estate; the sites of colonial Philipsburg Manor; the home of author Washington Irving, Sunnyside and more. Also available are a 90-minute New York Harbor Tour and an evening Harbor Lights Cruise.

One of the proposed leisure routes would transport passengers from New Jersey to Yankee Stadium in the Bronx.



Map shows existing commuter ferry routes and others that may be added in the near future.



# Seafarers Find Refrigeration Classes 'Extensive,' 'Fast-Paced' and Helpful

Dozens of Seafarers took the Paul Hall Center's on-site Refrigeration Technician course at SIU halls last month, as the Lundeberg School began its port-to-port schedule.

Students and Lundeberg School Instructor Eric Malzkuhn rated the initial classes as challenging but successful, and Malzkuhn added that the pass rate was above average. They also strongly stated that anyone who plans to take the two-day course would greatly enhance their chances of passing the exam by purchasing the course textbook (titled "Refrigerants and the Environment") in advance and studying it in detail.

"I'm pleased with the turnout and the quality of the students," said Malzkuhn, who has taught refrigerant-handling courses to thousands of mariners and shoreside workers. "They are very motivated and sincere, and we're getting good support from everyone involved."

"But not everyone is getting the book in advance, and that has been reflected in the test results. Purchase of the book is not mandatory, but there is a direct correlation between studying the book in advance and passing the exam."

Seafarers who want to buy the book should indicate this to the

port agent whom they contact when signing up for the class. They should then send a check for \$25, made payable to the "Paul Hall Center," to: EPA Refrigeration Tech. Course, Paul Hall Center for Maritime Training and Education, P.O. Box 75, Piney Point, MD 20674, Attn: J.C. Wiegman. The book will be sent by first class mail.

### Fast-Paced Course

SIU members who have taken the course described it as thorough and fast-moving. They also pointed out that the Lundeberg School's port-to-port schedule gives Seafarers ample opportunity to take the exam.

"There's a lot of information to be covered," said Electrician **Bob Stearman**, a member of the Seafarers for almost 30 years who took the class in Baltimore. "It will be a very big help to those taking the course to have the book ahead of time."

QMED **Gregorio Blanco** said he appreciated the fact that the course was available at the New York hall. "It was convenient, and the class itself was very extensive," he stated. "I bought the book in advance, and that made it much easier to understand the course."

Pumpman **James "Russ" Carnell** said he read about the

course in the *Seafarers LOG*. "I've taken some of Eric's courses before, and he really knows his stuff," said Carnell, who joined the union 14 years ago and who took the class in New York. "In this course, there's a lot to cover. I bought the book after I had just gotten off a ship, and it's a must."

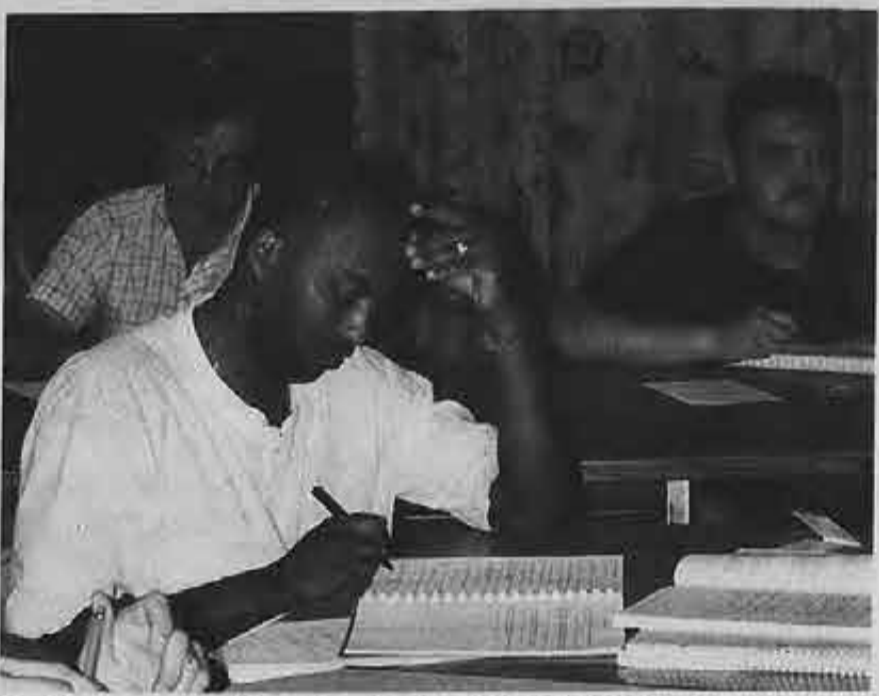
The Lundeberg School course, which is approved by the Environmental Protection Agency (EPA), compares favorably with a similar class that is available at a state university, said QMED **Charles Lore**. He said the Lundeberg School course, which is free for Seafarers, is "far superior."

Third Assistant Engineer **Matthew Mersinger**, an SIU hawsepiper, took the class at the Baltimore hall. "There's a lot of information to be absorbed in a little time," he said. "The class is good and it definitely is fast-paced."

Meanwhile, Malzkuhn noted that the on-site class apparently spurred a number of Seafarers to take other upgrading courses at the Paul Hall Center. "Several members who sail as electricians wanted to know when the next refrigeration class would be held at Piney Point. The class in New York opened their eyes to what is available at the school and their need to upgrade even more."



QMED Charles Pomraning does a workbook exercise involving a refrigerant recovery system (foreground) at the Baltimore hall.



Pondering a question about CFCs is QMED Chromer Jefferson, pictured at the Baltimore hall.



Students in New York concentrate on the EPA refrigeration technician certification exam, administered by the Lundeberg School.

## Answers to Commonly Asked Questions About New EPA Rule

Continued from page 6

Point, either alone or as part of his or her QMED training, the Seafarer must go through the standard admissions process. For the refrigeration technician certification course itself, the school will expedite the admissions process by taking the application information over the phone.

### What is the refrigeration technician certification course content?

The course lasts two days. On the first day, it starts at 8:00 in the morning and concludes at 4:00 in the afternoon. During this time, students will go over the certification process, refrigerants and compressor lubricating oils, refrigerant handling safety procedures, the impact on the environment of refrigerants, refrigeration theory, pressure temperature relationships and relevant laws and regulations. During the second day, from 8:00 a.m. to 2:00 p.m., participants cover refrigeration servicing, small appliance handling, working with high-pressure equipment, servicing low-pressure systems and conversion of equipment using CFC-based refrigerants. On both days, there will be a lunch break.

### After taking the course, when is the test?

After taking the course, the test is given from 2:00 p.m. to 4:00 p.m. on the after-

noon of the second day.

### Once the test is taken, when will a Seafarer get his or her results?

A Seafarer will obtain the results of the exam no more than one month after he or she takes the test.

### How long is the refrigeration technician certification good for?

Once taken and passed, it lasts a lifetime; in other words, it does not have to be taken again. Actually, the certification will only be necessary as long as ozone-depleting refrigerants are in use. It is the goal of the EPA to phase out all CFC-based refrigerants by January 1, 1996. HCFC-based refrigerants will be phased out by 2030.

### What proof does a Seafarer have that he or she is a refrigeration technician?

With the notification of having passed the test will come a card and a certificate. The card is known as a refrigeration technician certification identification card. A person handling refrigerants is required by the EPA to have this on his or her person whenever working with refrigerants. The certificate indicates that the individual has completed the course of instruction and passed the test. The EPA regulations require that a copy of the technician certification be maintained at the

technician's place of employment. What the SIU advises is that a Seafarer make several copies of this certificate and keep the original in a safe, shoreside place. A copy should be taken onboard any ship on which the Seafarer works. In this way it can be displayed according to EPA regulations.

### Are there other regulations stemming from the Clean Air Act Amendments of 1990 that affect the work of seamen?

Yes. Halons will be phased out by the year 2000. Halon-1301 is commonly found in shipboard firefighting systems. Halon-1201 is found in small portable extinguishers. Carbon tetrachloride also is being phased out by the year 2000.

### What is the penalty for not complying with the EPA's regulations?

Any party found in violation of an EPA regulation that put into effect the intent of the Clean Air Amendment directed at stopping the depletion of the world's ozone layer, including the rule mandating refrigeration technician certification, is subject to a fine. The EPA first issues a warning. The agency has the right to then seek fines up to \$25,000. Additionally, individuals who provide information to the EPA that identifies violators of the regulations, can be awarded up to \$10,000.

## COURSE OUTLINE

### Two-Day Course

#### DAY ONE

Preparation  
8 a.m. - 4 p.m.

1. Certification Process
2. Refrigerants and Compressor Lubricating Oils
3. Refrigerant/Oil Handling Safety
4. Environmental Impact of Refrigerants
5. Refrigeration Theory/Pressure Temperature Relationships
6. Laws and Regulations

#### DAY TWO

Preparation 8 a.m. - 2 p.m.  
Testing 2 p.m. - 4 p.m.

1. Refrigeration Servicing
2. Servicing Small Appliances
3. Servicing High-Pressure Appliances
4. Servicing Low-Pressure Appliances
5. Conversion of CFC Equipment
6. Demonstration of Approved Service Procedures
7. EPA Certification Test

### Correction

Due to a typographical error, page 13 of the July issue of the *Seafarers LOG* contained an incorrect answer to one of the sample questions from the Technician Certification workbook. The correct answer to question number 10 (What is the technical definition of an EPA Class 1 substance?) is, chlorine or bromine containing substances that have an ODP (ozone depletion potential) of 0.2 or greater.



# Higher Education Doesn't Have to Cost a Fortune

## Seafarers and Dependents Can Apply for a 1995 Seafarers Welfare Plan Scholarship

Like many other things in life, the cost of education at the college and university level never seems to decrease. Rather, it is a continuing spiral that often prevents many working people from even thinking about attending college-level classes.

But each year, students and their families continue to scrimp and save in order to overcome this financial obstacle and fulfill their educational goals and ideals. (See chart of average tuitions at public, four-year institutions on this page.)

The Seafarers Welfare Plan offers a solution to the exorbitant costs of education beyond the high school level—in the form of a scholarship. Since 1952, the SIU has awarded 235 scholarships to its members and their spouses and children.

As in past years, the union in 1995 will again offer seven scholarships. Four of these financial awards for the '95 school year are set aside for the children and spouses of Seafarers. Each of the four scholarships is for \$15,000, to be used at a four-year college or university. The other three are for Seafarers themselves. One of the awards also is for \$15,000 for use at a four-year institution of higher learning. The remaining two scholarships amount to \$6,000 each and can be used for two-year studies at a community college or vocational school.

Taking advantage of this financial benefit is not difficult, but it will necessitate a little organization on the part of the college-bound student. The first step in the application process is to send away for the Seafarers Scholarship Program booklet which contains all the necessary application information. To receive a copy of this guide, send in the coupon at the bottom of this page.

The Welfare Plan receives many applications for the scholarship program, and it is often very difficult to select only seven recipients for the awards. Therefore, if an application was submitted in past years and was not selected—DON'T BE DISCOURAGED. That person should send in another application this year.

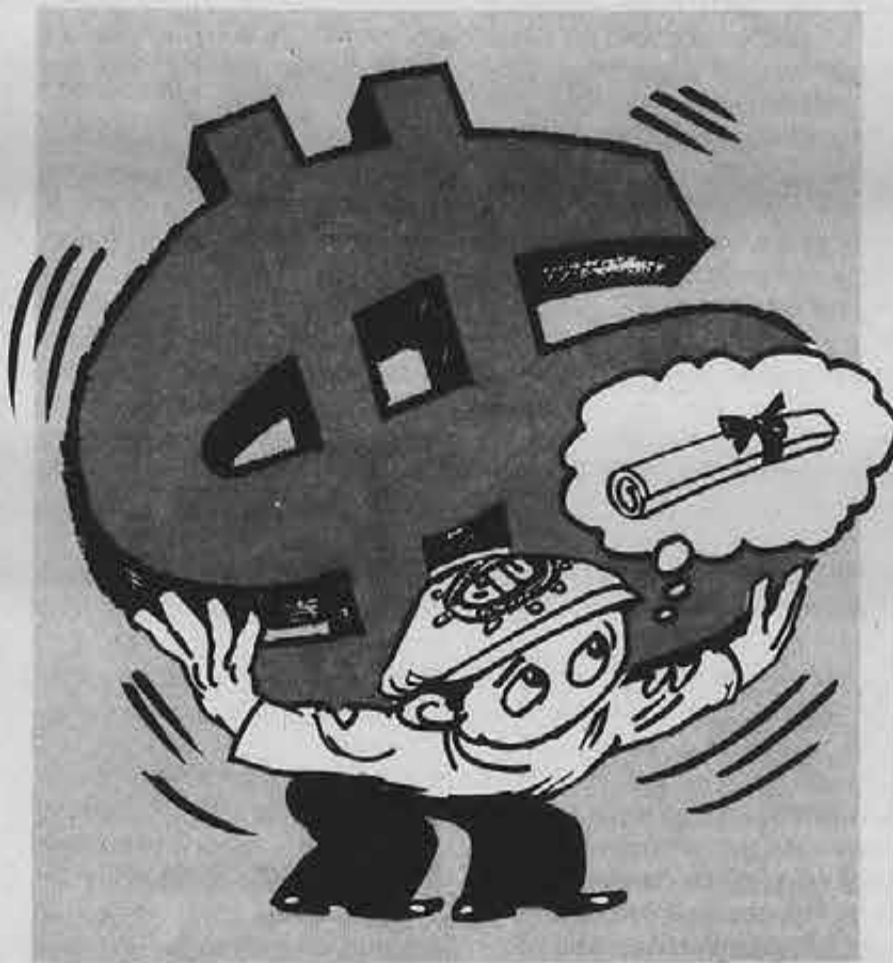
What follows are some highlights from the scholarship booklet.

### ELIGIBILITY

For a Seafarer to be eligible to be awarded a scholarship, he or she must:

- Be a high school graduate or its equivalent;
- Have a total of 730 days of employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the Seafarer's behalf prior to the date of application;
- Have one day of employment on a vessel in the six-month period immediately prior to the date of application;
- Have 120 days of employment on a vessel in the previous calendar year.

(Pensioners are not eligible



for scholarships.)

For a spouse to be eligible for a scholarship award, he or she must:

- Be married to an eligible Seafarer or SIU pensioner;
- Be a high school graduate or its equivalent.

For a dependent child to be eligible to be awarded a scholarship, he or she must:

- Be an unmarried child of an eligible Seafarer or SIU pensioner for whom the member or pensioner has been the sole source of support the previous calendar year (however, should a dependent child win an SIU scholarship and marry while receiving the award, they will not have to forfeit the grant by reason of such marriage);
- Be a high school graduate or its equivalent, although applications may be made during the senior year of high school;
- Be under the age of 19—or be under the age of 25 and be a full-time student enrolled in a program leading to a baccalaureate or higher degree at an accredited institution authorized by law to grant such degrees;
- Be the child of a Seafarer who has credit for a total of 1,095 days of covered employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the Seafarer's behalf prior to the date of application;
- Be the child of a seafaring

parent who has one day of employment in the six-month period preceding the date of application and 120 days of employment in the previous calendar year (unless the eligible parent is deceased).

### CHECKLIST

Items that need to be included in the full application and postmarked by the deadline date of April 15, 1995 are:

- Scholarship application
- Autobiographical statement
- Photograph
- Certified copy of birth certificate
- High school transcript and certification of graduation or official copy of high school equivalency scores
- College transcript
- Letters of reference
- SAT or ACT results

### DEADLINES

All completed applications with all necessary information included **MUST** be mailed and postmarked **ON** or **BEFORE** **APRIL 15, 1995**.

### FOR MORE INFORMATION

Ask for a 1995 Seafarers Scholarship Program booklet at any SIU hall, or fill out the coupon below and return it to the Seafarers Welfare Plan.

Now is the time to start thinking about educational plans.

### Average Undergraduate Resident Tuition and Fees By State

Increases in tuition and fees for students in resident undergraduate programs during 1993 varied by state. The majority of states saw increases in tuition and fees of between 4 and 7 percent, with 13 states reporting double-digit increases. The chart below shows the average tuition and fees at public, four-year institutions as well as the percent increase from 1992.

State	1993 Average	Percent Increase
Alabama	1,953	5.6
Alaska	2,001	19.5
Arizona	1,811	16.2
Arkansas	1,725	8.9
California	2,268	16.3
Colorado	2,077	2.7
Connecticut	2,530	7.0
Delaware	2,957	7.3
District of Columbia	974	17.3
Florida	1,767	3.9
Georgia	1,806	3.5
Hawaii	1,229	3.1
Idaho	1,515	6.5
Illinois	2,594	4.5
Indiana	2,406	7.4
Iowa	2,352	5.6
Kansas	1,984	6.4
Kentucky	1,845	12.4
Louisiana	2,183	21.3
Maine	3,113	7.3
Maryland	3,231	13.0
Massachusetts	3,709	6.7
Michigan	3,252	9.3
Minnesota	2,722	4.7
Mississippi	2,295	0.7
Missouri	2,366	9.9
Montana	1,895	9.3
Nebraska	1,828	4.5
Nevada	1,665	0.9
New Hampshire	3,594	11.0
New Jersey	3,620	5.8
New Mexico	1,646	8.4
New York	2,818	1.0
North Carolina	1,398	11.3
North Dakota	1,958	6.1
Ohio	3,080	5.1
Oklahoma	1,507	7.1
Oregon	2,815	6.7
Pennsylvania	4,075	7.2
Puerto Rico	1,410	4.7
Rhode Island	3,242	7.4
South Carolina	2,888	10.3
South Dakota	2,240	5.1
Tennessee	1,787	5.7
Texas	1,435	11.3
Utah	1,853	6.4
Vermont	6,400	3.8
Virgin Islands	1,596	10.8
Virginia	3,684	8.4
Washington	2,210	11.2
West Virginia	1,881	7.7
Wisconsin	2,173	6.2

SOURCE: "Student Charges at Public, Four-Year Institutions - Fall 1993." National Association of State Universities and Land-Grant Colleges.



Please send me the 1995 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and the application form.

Name \_\_\_\_\_

Book Number \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip Code \_\_\_\_\_

Telephone Number \_\_\_\_\_

This application is for:  Self  Dependent

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# Voyage to Gdynia: MEMORIES OF RALPH J. LUNDGREN



Peggy Kujawa, the niece of Sister Czeslawa, and author Ralph Lundgren remember the days Lundgren and his shipmates brought the news that Sister "Chessie" was alive.

## Lundgren Finds Family of Nurse Who Saved Buddy's Life in '45

In September 1945, Ralph Lundgren of Olympia, Wash., was an ordinary seaman sailing with the Sailors' Union of the Pacific, an affiliate of the Seafarers International Union of North America. He was 18 years old and aboard his very first ship, the SS *Virginian*, sailing for Gdynia, Poland with the first United Nations relief shipment of food to reach the country at the end of World War II.

Last year, Lundgren flew into Baltimore-Washington Airport to cap an adventure that began 48 years ago in a hospital on Gdynia's main Street, Ulica Starowiejska. He hoped to find the family of the Polish nurse who had helped save the life of one of his shipmates, AB Webster "Web" Goodwin, so many years ago—a nurse who's first name he couldn't spell and who's last name he had forgotten.

Visiting Goodwin, who had been shot in the hip, Lundgren and other members of the deck department met Sister "Chessie," a Catholic Sister of Mercy who was serving as a nurse in Gdynia when WWII broke out in 1939. In the absence of Polish doctors after six years of war, Sister Chessie directed the care and treatment given to the injured sailor. "She spoke English well and seemed almost American," Lundgren remembers now. "We all became good friends."

When the *Virginian* was due to leave Gdynia and Goodwin's watchmates came to take him back to the ship, Sister Chessie asked for a favor. No mail had left Poland since the German occupation six years before, and she was sure her brother and his family in America believed she was dead. She had written three copies of a letter addressed to her brother who lived in Baltimore, Md. Would they mail her letters when they landed in the USA? Lundgren and his shipmates gladly agreed.

"We felt we owed her more than a favor," Lundgren says. "Our first port of call back home turned out to be Baltimore, so we delivered the mail in person. Landing at Sparrows Point, four of us piled on a streetcar and headed for the address on Sister Chessie's letters, a Polish bakery at 1100 South Highland Avenue. That's how the nun's family heard for the first time that she had survived the war."

Last year, with the help of Baltimore's Polish Heritage Association, the bakery was found and the family located in North Baltimore. There, Lundgren and Sister Chessie's family filled in the missing details needed to complete the story of a Polish nun and the American seamen who had befriended one another so many years ago. Her name, Lundgren discovered, was Czeslawa or "Czesia" Herchowski.

Sister Czesia died in Poland; her brother Walter Herchowski died in Baltimore in the 1980s. But the nun's sister-in-law, Ida Herchowski, now more than 90 years old, and her daughter, Peggy Kujawa, well remembered the morning in December of 1945 when four happy American seafarers held three letters up against the bakery window on Highland Avenue to bring the good news that Sister Czesia was alive and well.

Of his visit with Sister Czesia's living relatives last year, Lundgren said, "We had different versions of that morning and the neighborhood celebration that followed when we delivered the mail. We didn't agree on just how many people filled the little bakery and who said what. But we squared it all away. Ida is sharp as a tack, and her memory proved better than mine. After all, I'd forgotten Sister Czesia's last name. But I'll never forget her and the welcome her family gave me in Baltimore in 1948 and again 48 years later, in October 1993. It was like coming home."

Ida Herchowski and Ralph Lundgren filled each other in on all the missing details which Lundgren needs to finish writing a book about his first cruise, of which the story on this page will be the final chapter. Lundgren's book, which includes his own drawings of the events he witnessed, is close to being completed.

**September 25—the 22nd day:** The piano stops, the party noise and gaiety end. I come awake into a nightmare, find myself staring into the round, battered silver eye of an ashtray stamped, DIE GUTEN DANZIGER ZIGARETTEN. Full of dead cigarette butts, more are being stamped out to die as voices around me say, "Web... shot... let's go... where is he... where's Web... who shot him?" Pushing back chairs, crossing the floor, half-running through the double doors and into the boulevard, we follow Yeep, who's leading us to Web, 15 men, half the *Virginian's* crew, running through the darkened city toward a church across the boulevard from the bar.

The church is small, made of big square stones, it has a cold, hard appearance. Its stones are gray in the glare of flashlights swallowed by the night. A door opens and a man appears, backlit, holding up his hands. "No," he says. We can't all come in. "Too many," he explains.

Toomey, in his characteristically thoughtful way stands back, allowing Pete to intervene. "I'm bosun. Let me and his two watchmates in."

The man nods, and Tom, Pete and I follow him into the church. There are no pews, just litters on the floor. With candles and kerosene lanterns the only source of light. We find Web in the middle of all the others, hurt, but he's also laughing.

"What's so funny? What happened?" Pete asks.

Web winces and we crouch around his litter.

"You don't have to tell us now," Tom says.

"No, it's okay. Went in a building. All an accident. Bunch of people around. This guy pulls out a P38, like new. He hands it to me and it goes off..."

"You shot yourself?" Tom is furious.

"Better sleep," the man interrupts, waving us from the room. Web, he tells us in the hall, has no reason to laugh. He needs more care than they can give him there. He needs to be in the hospital. If we can get him in.

**September 26—the 23rd day:** The captain's still fishing in the middle of Poland, and the mates are as curious as the rest of us about Web. "Go check on him," Scott tells us. "There's enough here to mind the ship." We don't have to be told to get going.

Back at the little church, we're just in time; they're putting Web in a little German car. He lies with his head beside the driver, his feet sticking out the rear end. The car moves off, slowly at first, then leaves us standing in the street. We follow Web to the hospital, straight ahead to Ulica Starowiejska, the boulevard with all the Russian graves, then three blocks east.

Shaped like a T, one wing of the hospital has been blown away. The bomb-blasted, jagged ends of its corridors are blocked off with wooden barriers. Rubble, chunks of plaster and shards of glass and metal cover the ground. The little car that brought Web here sits like

an abandoned wreck near the main entrance, long ago bombed into rubble. A door around the corner leads directly into the building.

Two neat but worn young nurses stand in the hall, wearing long white uniforms, skirts down to their shoes, white scarves pulled tight around their heads.

"We're from the American ship," Tom explains. "One of our shipmates was just brought in."

"Sister Czesia!" one of the nurses calls up the stairs. When there is no answer, she says, "Oh, come," and waves us to follow her. But half-way up the stairs an older nurse appears. She seems even more worn and weary than the others.

"I'm sorry," she says in English. "I know you are concerned about your friend. But you can't see him now. This evening, maybe." It is our first encounter with anyone in Gdynia who really speaks our language. Sister Czesia seems very much in charge. "Everything will be done for him," she promises. "We are really quite experienced with gunshot wounds. Gunshots and malnutrition," she brings up her hands in a shrug, "and bringing babies into the world."

We leave like obedient school boys and later that day return to the hospital. Web hears us climbing the stairs. "Get in here," he calls. "They got me on a rack."

We find him in a long and narrow room, probably a storage area before the bombs came down. Pushed close to the long wall, three beds stand end-to-end. A window in one narrow wall brightens the white-washed walls. Like the nurses, the place is neat and clean but worn.

"How you doin', Web?" Tom walks to Web's bed, tries to look concerned but not worried.

"I was feeling better, but now it hurts more in this body cast. I don't know why. Never been shot before."

"Never been shot before?" Tom tries to grin. "We brought you cigarettes and soap. And a toothbrush and some chocolate.

We'll smuggle in anything you want."

"Don't have to smuggle anything in here. Real nice folks. You got to meet the lady who runs this place."

We're more worried about Web than we realize until Frisco breaks the ice. "Never been shot before!" He slaps the foot of Web's bed. We laugh at this. To hide our concern, we kid Web with some rough talk. But he's in pain.

"Where's the lady you want us to meet?" I want to change the subject.

"Hey, she's neat. Manya!" he calls the nurse who's brought us to the room. She moves to Web's bedside "You hurt?" she seems to be asking him.

"No. Get, you know..." he points to the open door, "Shvester. Get Shvester Chessie."

"Okay, okay." Manya points, her hands fly as she runs from the room, leaving us facing Web and suddenly aware that he doesn't really look so good. All of us begin talking at once about nothing important. It's as if we have suddenly discovered he's been shot and don't know what to say.

"Knock it off," Web says suddenly. "Here she comes."

We turn, suddenly silent as he waves to a woman coming through the door. "Come meet my friends."

The chief nurse seems even more worn and worried than she seemed this morning. She crosses the room to touch Web's cheek with the back of one hand that drops to check his pulse. "It's good you are all here," she looks younger when she smiles. "He's feeling sorry for himself." Her English is very good. "But he's better, if no infection sets in. Shh," she pats Web who's still complaining. And he shuts up.

Our own language becomes miraculously clean. There's something almost magic about this woman I don't understand. I know she's a nun, a Catholic

Continued on page 22



"It's good you are all here. He's feeling sorry for himself," Sister Czeslawa tells Web's shipmates, as depicted in this sketch by Ralph Lundgren.



# ITF Assists Russian Mariners Sailing Under Unsafe Conditions

The International Transport Workers Federation (ITF) last month secured approximately \$80,000 in back wages and repatriation expenses for 28 Russian officers and unlicensed crewmembers of the Greek-owned, Cyprus-flag container ship *Verano*, including six who had been abandoned in Panama.

Through the efforts of Spiro Varras, the SIU's federation inspector, the ITF during the Fourth of July weekend assisted the Rus-

sian merchant mariners who "showed they were living in inhumane and unsafe conditions on board the ship," Varras said. The ITF also issued more than a dozen recommendations for improving conditions aboard the vessel while it was docked in the port of Port Elizabeth, N.J.

(The ITF is composed of approximately 400 free and democratic trade unions in 100 nations representing workers in various transportation-related jobs. The London-based or-

ganization promotes trade union rights and human rights worldwide.)

### Strike in Jersey

The Russian crewmembers and officers who were aboard the *Verano* (six of whom had signed on in Panama, several days earlier) contacted Varras just before midnight, June 30, four hours before the ship was scheduled to leave Port Elizabeth.

After explaining that they had been subjected to delayed wage payments, low-quality food, unsanitary and unsafe conditions and other problems, they declared a strike on July 1 while the ship, which is operated by Astron Maritime Co. of Greece and is owned by Profit Shipping, was still in port. (Six other crewmembers, who had been abandoned in Panama three weeks earlier by the ship's captain after they complained about unsanitary conditions and lack of ship's stores, also had a stake in the proceedings.)

The mariners said they had not been paid from mid-February until late May, and then were not paid the full amounts owed. They reported that, once they went on strike, the ship management company hired armed guards who repeatedly threatened the crew. Crewmembers allegedly were forced to sign off the ship and initially were forced to pay for their transportation, as well as that of their replacements.

Other charges made by the crew included:

- The ship was not equipped with any first aid kits or medicine.
- There were no hard hats, gloves or other safety gear on board.
- Bedding and other articles



With the aid of Spiro Varras, the SIU's ITF inspector (wearing tie), Russian crewmembers from the *Verano* last month waged a successful strike and secured back pay and other reimbursements which were due them.



Fed up with delayed, incomplete payments and unsafe working conditions, Russian crewmembers of the *Verano* contacted the ITF while the vessel was docked in Port Elizabeth, N.J.



One of the concerns voiced by the *Verano* crew was a woeful lack of ship's stores, as shown by this empty refrigerator in the galley.



The poor condition of chairs in the crew lounge was one of many examples of useless furniture and equipment aboard the vessel.

were changed once a month, and each crewmember received one bar of soap per month.

• Drinking water was contaminated, there was a shortage of stores and a lack of galley equipment, and the daily menus always consisted of rice and macaroni.

• The ship's electrician reported the vessel had no spare parts available for repairs, which left deck department personnel vulnerable to potential electrocution, due to unsafe conditions on deck.

• Water pumps and plumbing for toilets were out of order constantly, and there were no buckets available for use in throwing seawater into the toilets.

• Although the vessel sails in hot climates, it does not have any ventilation.

• The number 2 and 3 hatches had no motor to open and close the covers, so the crew had to manually perform those operations.

Varras reported that, during the strike, the armed guards hired by the manning agent and company tried to force the mariners to end the work stoppage. Similar efforts allegedly were made by the Cyprus consulate attache, as

well as by company lawyers and two ship's captains.

Meanwhile, attorneys for the crew convinced a U.S. District Court in New Jersey to send federal marshals to seize and arrest the ship.

On July 4 a settlement was reached, providing the Russians with all of their back pay, including overtime and leave pay, repatriation expenses and manning company expenses. In a separate but similar settlement, the six crewmembers who were left in Panama also received full compensation.

The vessel was released by the marshals a few days later, but it remained in port while repairs were made and the master was replaced. A Filipino crew signed on, and with ITF assistance the new crew secured a collective bargaining agreement calling for increased wages (above the minimum requirements of the International Labor Organization, which, for example, are \$356 a month plus overtime rates for ABs).

The *Verano* has a crew of nine officers and 15 unlicensed mariners.

## Thomas Crowley Dies of Cancer

Continued from page 2

dertakes. Following World War II, the company inaugurated West Coast bulk petroleum barge service. Crowley Maritime also provided commercial resupply lines to the U.S. military's early warning detection installations in the Arctic and for more than 20 years ran tug/barge supply operations to the oil industry working on Alaska's North Slope.

Tug/barge operations between the U.S. East and Gulf coasts and the Caribbean as well as liner service to Central and South America were initiated during the 1970s and 1980s.

Earlier this year, his son, Thomas Crowley Jr., took over as president and chief operating officer of the company which includes Crowley American, based in Jacksonville, and Crowley Marine Services out of

Seattle.

Crowley received many awards during his lifetime for his work in the U.S.-flag maritime industry. Among them were the National Defense Transportation Award presented by the secretary of defense in 1970 and the U.S. Coast Guard Foundation's Distinguished Service Award in 1994.

He served on the board of trustees for the Transportation Institute and was a member of the American Bureau of Shipping. He was a past board member of the American Institute of Merchant Shipping, the American Waterways Operators and the National Ocean Industries Association.

Crowley is survived by his wife, Molly; his son, Thomas Jr.; his daughter, Adrienne Crowley; and three stepchildren, Elizabeth Cronin, Georgiana Cronin and Frederick Cronin. Funeral services were held July 11 in San Francisco.



Tug/barge service like that provided by the SIU-crewed *Pioneer* to the Caribbean from the U.S. East and Gulf coasts were brought under the Crowley banner by Thomas Crowley Sr.

## SIU-Crewed Fishing Boats Claim Top Prizes



Three Seafarers-crewed fishing boats based in New Bedford, Mass. claimed the first three prizes for boat decorations during that city's 25th annual blessing of the fleet ceremony last month. Capturing first place was the *Praia Da Torreira* (above) with Captain Carlos Marquinhos aboard. Second prize went to the *Blue Seas II* (left) whose captain is Antonio Pereira. Garnering the third place award was the *Portugal* with Captain Antonio Gravato. A total of 10 SIU-crewed fishing vessels participated in the celebration.





## A \$28 Million Facelift Independence Undergoes Major Renovations



Hundreds of SIU members crew the *Independence* (above) and its sister ship, the *Constitution*.

**A** MAJOR RENOVATION of the SIU crewed passenger ship *SS Independence* began last month at Newport News Shipbuilding, located on the southeastern shore of Virginia, where the vessel is in drydock.

The \$28 million project is expected to be complete by late September or early October. Dozens of Seafarers, as well as officers and numerous contractors, are doing the work.

The *Independence's* sister ship, the Seafarers-crewed *SS Constitution*, is scheduled to undergo similar upgrades sometime next year.

The *Independence* and *Constitution* are the only U.S.-flag deep sea cruise ships. Both are operated by American Hawaii Cruises.

### Smooth Start

Although the crewmembers endured heavy rains during the second half of the 16-day voyage from Hawaii to Newport News, Recertified Bosun **Tony Zizzo** said that both the trip and the early stages of the *Independence's* refurbishing went well. "Everything has been done properly. I'd give the crew an 'A' for effort and for execution," said Zizzo, who joined the union in 1977 in Wilmington, Calif. "This is a fantastic crew. They all work very hard."

Among the early jobs for the deck department was removing every rail on the ship — literally a mile's worth of railings, many of which are made from teak. This was done so that the rails can be refinished and the entire vessel can be sandblasted.

During a full downpour, the deck gang also lowered and disconnected all lifeboats and stowed more than 1,000 life preservers.

Their work during the upcoming weeks will include sanding, chipping, rehangng the rails, stripping the lifeboats and more.

In consideration of the often stifling heat in Virginia's eastern seaboard, the bosun reminded crewmembers to make a conscious effort to replenish bodily fluids as they perform such tasks.

Additionally, members of the deck department are helping to maintain vessel security. "We have about 200 contractors on here during the day, so six or seven (Seafarers) secure the vessel each night," explained Zizzo, whose brother, Lou, also is a bosun and sails primarily aboard the passenger ships.

### 'Plenty to Do'

Seafarers from the engine and steward departments also are working aboard the *Independence* while the ship is in drydock.

"There's plenty to do and we're glad to be here," said Chief Cook **Vicki Habenicht**, after helping put out

a lunch that featured macaroni salad, ham, fresh fruits and a variety of beverages.

Meanwhile, the engine department will remain in charge of the diesels that power the liner. Their work ranges from maintenance and repair of heating and cooling units to operating a full machine shop. "Nothing will work without engines," FOWT **Marty Kimmel** stated.

The overall restoration will "open up" many of the public areas in order to "give passengers a better view of the sea and islands," according to a fact sheet issued by American Hawaii Cruises, a division of Delta Queen Steamboat Co. For instance, the passenger lounge will be extended and open-air portions will be created by removing bulkheads.

### Many Upgrades

The company also listed the following scheduled changes:

- The current fitness and conference centers will be relocated, with the old space converted into top-of-the-line passenger suites. Other passenger cabins also will be created on the boat deck.
- Fully handicap-accessible suites will be created.
- All passenger cabins will be stripped and redecorated. Direct cellular telephone service will be available from each cabin.
- The buffet on the upper deck will be expanded and redesigned.
- The prestigious, Honolulu-based Bishop Museum will create hands-on displays to be added in the lounge area. The centerpiece will include a three-dimensional map of the Hawaiian Island chain.
- A colorful, graphic display center will be added to help passengers choose from more than 50 shore tours currently available.

### Safe Ships

With the *Independence* in drydock, the *Constitution* is operating at maximum capacity.

The vessels usually operate on a seven-day schedule around the Hawaiian Islands, making a complete trip once a week. Known among Seafarers as "Great White Ships," in part because of the clean white exteriors maintained by SIU deck department members, the vessels are renowned among passengers for their entertainment, food and itineraries in the islands.

Once aboard the ships, many passengers express appreciation for the crew's emphasis on safety. Lifeboat drills are conducted each week and involve everyone aboard the vessels, including all passengers. Weekly fire and "missing man" drills are performed by crewmembers, and instructors from the Paul Hall Center regularly conduct special shipboard classes covering safety, first aid, CPR and more.



OS Sean Stout joins with other deck department members in opening the side port.



Intently loosening a large bolt on the side port is OS John "Spanky" Dunavant.

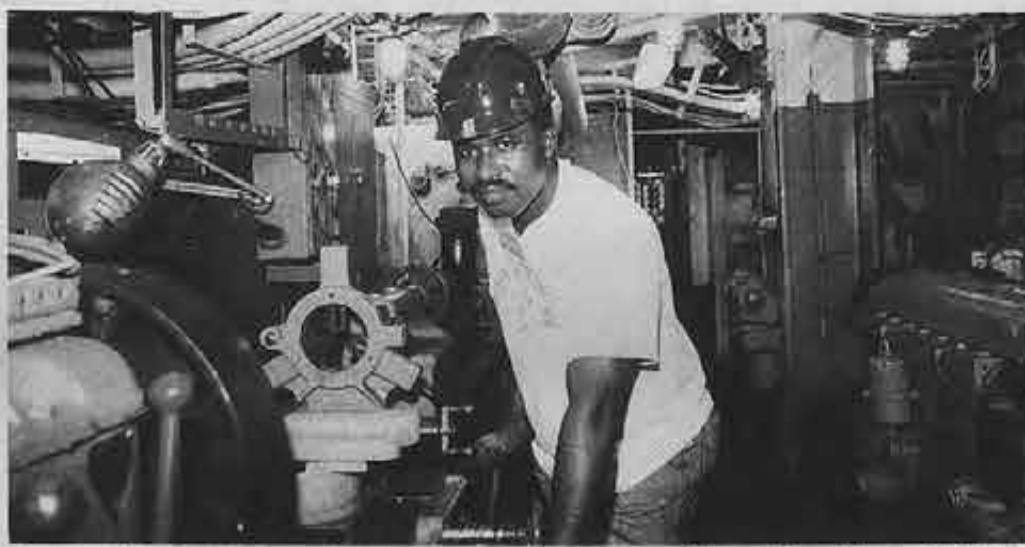


GU Joseph Neilson stores a set of clean glassware in the galley of the *Independence*.





Wiper Don Dilley carries equipment to the engine room.



Shortly after the *Independence* arrives in the Newport News, Va. shipyard, FOWT Fadiga Koutoub adjusts a lever in the engine room.



Chief Electrician Balden Singh opens an electrical box.



Using a vice grip in the machine shop is FOWT Marty Kimmel.



FOWT Luis Cerchyo makes a minor repair following a shipboard meeting.



Carrying an armful of propane fuel cylinders and other gear is Oiler Andrew Van Bourg.

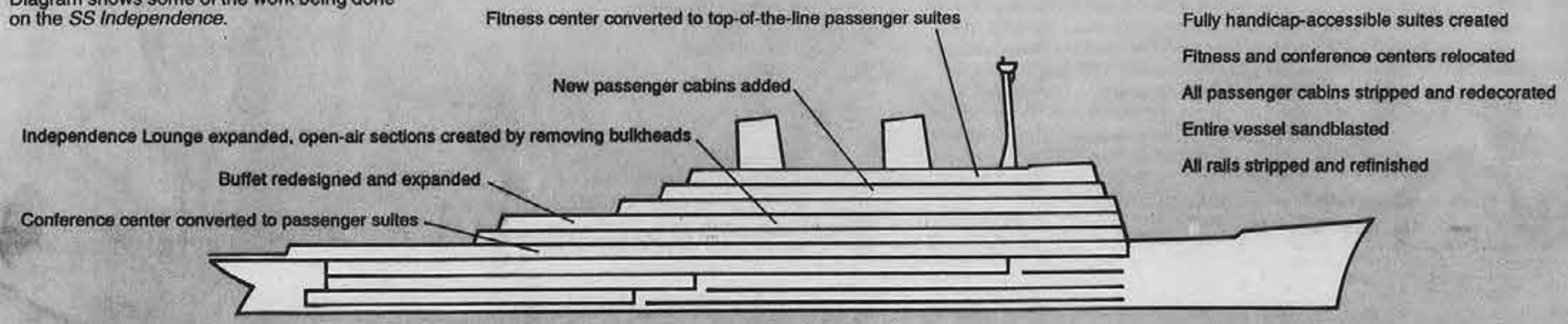


Plumber Steve Cunningham adjusts a pipe as part of his duties aboard the passenger ship.



Bosun Tony Zizzo (r) and SIU Rep. Bob Clinton discuss renovations.

Diagram shows some of the work being done on the *SS Independence*.



Focusing on the job at hand AB Rene Rafer.



Carpenter Bob Fincher will help refinish a mile's worth of wood railings that were removed by the deck gang.



OS Mario Martinez (left) and AB Rene Rafer continue preliminary work in opening the side port.



Ready to sand a teak railing is AB Tom Lester.



Cook Vicki Habenicht is putting out lunch.



Setting condiments on a table is GU Kim Brooke.



Covering one of the pans filled with freshly made fried chicken is GU Harrison Furtado.



The crew's galley gets tidied up by GU Regalado Bayan following lunch.



## After Somali Relief Effort Prepositioning Ship Hauge Is Back in Diego Garcia

Following extensive involvement in Operation Restore Hope, the U.S. military's operation to provide relief to war-ravaged Somalia, Seafarers aboard the *Cpl. Louis J. Hauge Jr.* are back to routine operations aboard the prepositioning ship, currently based in Diego Garcia.

But no matter the circumstance or the port, excellent meals are a staple aboard the vessel. "I think it has some of the best menus of the ships in Diego," said Cook/Baker Michael Watts, who added that Chief Steward William Bunch "is very creative."

A 1991 graduate of the Paul Hall Center's trainee program, Watts added that the *Hauge's* menus reflect the steadily increasing dietary awareness of the crewmembers. "We serve a lot of stir-fries and vegetables. No doubt, guys are looking for healthier menus," said the 29-year-old resident of Mobile, Ala.

### Good Environment

Being a good feeder may explain in part the cohesiveness of the *Hauge's* crew, noted fellow galley gang member SA Duane Washington, who graduated from the Paul Hall Center's Lundeberg School two years ago.

Additionally, like many other Seafarers who sail on vessels stationed in Diego Garcia, Washington and Watts both stated that the region itself is conducive to good morale. "You really get to know everybody here, and the conditions are great," said Washington. "Because you can go ashore during non-work hours, it's easy to keep in touch with your family, which is another positive."

"I just think it's a good place for seamen, and if anybody has a negative attitude, they won't last."

Washington, 23, said he typically puts in a full day of cleaning two decks, plus the crew lounge and laundry

rooms, as well as "helping out in the galley as needed and taking care of the linen locker." When he is through for the day, he enjoys staying abreast of the latest news by watching CNN or reading one of the newspapers available ashore.

"It's a good environment, there's a lot to do and we all enjoy working together," said Washington, who resides in Jacksonville, Fla.

SIU Port Agent Sal Aquia, who provided the photos accompanying this article, said the *Hauge* impressed him as "a clean ship with good food, a great crew and no problems at all."

### Time for Upgrading

For Watts, who served in the U.S. Army during the Persian Gulf War, time on the beach always means another opportunity to upgrade at the Lundeberg School. "I think the courses have steadily improved, and I'm looking forward to going back for the new chief cook class," he said.

Having made the career change from the armed forces to the merchant marine, Watts added that he is pleased with his new field. "Being from Mobile, a lot of the guys I went to high school with also sail, so I was already familiar with this line of work. I'm just glad I chose this career, although sometimes I wish I would have started sooner. I like the travel and the pay is good."

When contacted in mid-July for this article, both Watts and Washington were preparing to return imminently to Diego Garcia—Watts to sign on the *Alex Bonnyman*, and Washington headed back to the *Hauge*.

Operated by Maersk, the *Hauge* was one of 17 SIU-crewed ships that took part in the U.S./United Nations relief efforts in Somalia, which began in late 1992. The ship carried food and materiel to American soldiers who were stationed in the East African nation.



Busily preparing a meal for their fellow crewmembers are Cook/Baker Michael Watts (left) and Chief Cook Henry Greene.

SA Carlacia Jones readies the salad bar aboard the *Hauge*, where there is a demand for low-fat meals, including salad bars.



ABOVE Enjoying some time ashore in Diego Garcia are DEU Carlos Dominiquez (left) and AB Bob Anders.



Electrician Van Jones catches up on union matters during a shipboard meeting.



Replenishing fluids after working on deck is DEU Steven Cortez.



SA Duane Washington says there is a positive environment aboard the vessel.



AB Izzy Soto anticipates another delicious meal aboard the *Hauge*.



AB Scott Murrain takes a seat in the galley, ready for a union meeting.



Directing operations on deck is Bosun Jerry Fahey.



# Dispatchers' Report for Deep Sea

JUNE 16 — JULY 15, 1994

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>DECK DEPARTMENT</b>										
New York	32	35	6	18	20	4	13	53	57	11
Philadelphia	2	9	0	1	4	1	0	1	12	1
Baltimore	3	8	1	2	5	1	0	4	8	0
Norfolk	8	29	4	5	9	1	5	18	37	7
Mobile	12	14	0	3	6	2	4	17	22	1
New Orleans	25	29	5	23	13	3	8	40	36	6
Jacksonville	37	31	2	15	14	2	11	47	44	5
San Francisco	29	24	5	17	14	3	7	44	35	3
Wilmington	22	16	4	17	13	2	9	23	25	7
Seattle	23	18	6	12	18	3	14	38	27	6
Puerto Rico	15	5	1	6	1	0	6	20	6	2
Honolulu	4	9	6	2	5	5	6	11	20	8
Houston	25	32	12	10	24	9	16	43	48	14
St. Louis	2	3	1	1	5	0	0	1	2	1
Piney Point	1	4	0	0	5	0	3	2	10	1
Algonac	0	1	0	0	0	0	0	1	1	0
<b>Totals</b>	<b>240</b>	<b>267</b>	<b>53</b>	<b>132</b>	<b>156</b>	<b>36</b>	<b>102</b>	<b>363</b>	<b>390</b>	<b>73</b>
<b>ENGINE DEPARTMENT</b>										
New York	26	22	3	6	13	1	9	43	31	2
Philadelphia	2	1	0	3	0	0	1	1	3	0
Baltimore	1	8	1	3	0	1	0	1	10	1
Norfolk	7	13	4	4	2	0	0	13	25	8
Mobile	12	9	1	6	2	0	0	12	18	1
New Orleans	17	11	1	11	6	1	3	21	28	1
Jacksonville	12	15	2	7	12	1	6	18	25	2
San Francisco	16	14	1	5	11	1	6	25	15	1
Wilmington	5	11	4	2	12	3	5	9	19	3
Seattle	13	12	1	8	14	0	10	20	19	4
Puerto Rico	8	2	0	7	2	0	2	6	8	0
Honolulu	0	7	7	1	7	3	7	3	13	9
Houston	14	21	3	9	3	1	5	20	40	4
St. Louis	1	1	0	0	0	0	0	1	2	0
Piney Point	1	5	0	2	5	0	1	0	4	0
Algonac	0	2	0	0	0	0	0	0	2	0
<b>Totals</b>	<b>135</b>	<b>154</b>	<b>28</b>	<b>74</b>	<b>89</b>	<b>12</b>	<b>55</b>	<b>193</b>	<b>262</b>	<b>36</b>
<b>STEWARD DEPARTMENT</b>										
New York	19	9	1	11	6	1	7	27	17	1
Philadelphia	0	3	1	1	2	1	0	1	2	1
Baltimore	5	1	0	1	1	0	0	4	3	0
Norfolk	6	7	1	2	4	0	2	12	12	2
Mobile	8	6	1	1	5	1	1	12	7	0
New Orleans	6	7	1	3	8	0	6	11	10	1
Jacksonville	13	5	1	7	3	2	6	22	8	0
San Francisco	34	16	0	23	4	0	9	52	17	1
Wilmington	12	5	0	4	4	0	5	16	5	1
Seattle	18	3	1	13	1	0	7	27	5	1
Puerto Rico	5	0	2	2	0	0	0	8	0	2
Honolulu	8	7	3	6	1	0	1	12	12	4
Houston	13	8	1	8	4	0	4	19	11	1
St. Louis	2	2	0	0	0	0	0	2	2	0
Piney Point	5	4	0	2	6	0	0	7	3	0
Algonac	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>154</b>	<b>83</b>	<b>13</b>	<b>84</b>	<b>49</b>	<b>5</b>	<b>48</b>	<b>232</b>	<b>114</b>	<b>15</b>
<b>ENTRY DEPARTMENT</b>										
New York	9	49	5	4	13	0	0	25	74	20
Philadelphia	0	2	1	0	0	1	0	0	3	2
Baltimore	1	5	1	1	3	0	0	0	9	4
Norfolk	4	16	4	2	5	1	0	5	30	7
Mobile	1	18	2	1	6	0	0	3	23	3
New Orleans	4	24	7	6	14	3	0	10	33	12
Jacksonville	5	20	4	0	10	1	0	5	28	10
San Francisco	15	14	5	8	11	1	0	28	17	6
Wilmington	5	16	5	3	7	0	0	8	29	10
Seattle	7	14	7	3	9	0	0	9	30	13
Puerto Rico	5	8	2	2	5	0	0	9	8	4
Honolulu	4	24	56	1	2	10	0	9	55	87
Houston	3	19	2	0	5	0	0	4	28	4
St. Louis	0	1	0	0	1	0	0	0	2	0
Piney Point	0	22	0	0	15	0	0	0	16	0
Algonac	0	1	1	0	0	0	0	0	1	1
<b>Totals</b>	<b>63</b>	<b>253</b>	<b>102</b>	<b>31</b>	<b>106</b>	<b>17</b>	<b>0</b>	<b>115</b>	<b>386</b>	<b>183</b>
<b>Totals All Departments</b>	<b>592</b>	<b>757</b>	<b>196</b>	<b>321</b>	<b>400</b>	<b>70</b>	<b>205</b>	<b>903</b>	<b>1,152</b>	<b>307</b>

\* "Total Registered" means the number of men who actually registered for shipping at the port last month.  
 \*\* "Registered on the Beach" means the total number of men registered at the port at the end of last month.  
 A total of 996 jobs were shipped on SIU-contracted deep sea vessels. Of the 996 jobs shipped, 321 jobs or about 32 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From June 16 to July 15, 1994, a total of 205 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 21,326 jobs have been shipped.

## September & October 1994 Membership Meetings Deep Sea, Lakes, Inland Waters

**Piney Point**  
 Tuesday: September 6\*; Monday, October 3  
*changed by Labor Day holiday*

**New York**  
 Tuesday: September 6, October 4

**Philadelphia**  
 Wednesday: September 7, October 5

**Baltimore**  
 Thursday: September 8, October 6

**Norfolk**  
 Thursday: September 8, October 6

**Jacksonville**  
 Thursday: September 8, October 6

**Algonac**  
 Friday: September 9, October 7

**Houston**  
 Monday: September 12, October 10

**New Orleans**  
 Tuesday: September 13, October 11

**Mobile**  
 Wednesday: September 14, October 12

**San Francisco**  
 Thursday: September 15, October 13

**Wilmington**  
 Monday: September 19, October 17

**Seattle**  
 Friday: September 23, October 21

**San Juan**  
 Thursday: September 8, October 6

**St. Louis**  
 Friday: September 16, October 14

**Honolulu**  
 Friday: September 16, October 14

**Duluth**  
 Wednesday: September 14, October 12

**Jersey City**  
 Wednesday: September 21, October 19

**New Bedford**  
 Tuesday: September 20, October 18

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

## Personals

**JAMES WESLEY ALLEN**  
 Please contact Jennifer Allen at (804) 559-4802.

**FRANK E. BLACK**  
 Warren E. Brown is looking for a former crewmember, Frank E. Black, who was bosun on the SS Robin Locksley in 1941. Please contact Warren Brown at 128 Countryside Drive, Longwood, FL 32779-3524; or call (407) 869-1794.

**RAYMOND BUSWALD**  
 Please contact Leonard Smith at 203 N. Prospect Street, Oberlin, OH 44074.

**JAMES LUTHER BYRD**  
 Please get in touch with Robert Byrd Benny at P.O. Box 38487, Baltimore, MD 21231; or call (410) 522-4572.

**ERIK VALDEMAR CARLSSON (KARLSSON)**  
 Please contact Elna S. Johanson at 6275 Roundhill Drive, Whittier, CA 90605. Your granddaughter, Karin Johansson of Uddevalla, Sweden, is trying to locate you.

**EMILE HENRY**  
 Please contact Denise Kirkley Cain at 367 Sherman Street, Albany, NY 12206.

**LUCIEN PIERRE**  
 Please contact Ultra Powe at 7737 West Jackson Street, Pensacola, FL 32506; or call (904) 455-8383.

**RENALDO ROMAN**  
 Your wife, Leticia, would like you to call her at (614) 268-8513.

**JULIO SANTIAGO**  
 (of Catano, P.R.)  
 Please contact Joseph Santiago at (407) 225-0593.

**ROBERT MARTIN SMITH**  
 Please contact Maurica Shapiro at P.O. Box 7260, Houston, TX 77248.

**EDWARD THOMASIAN**  
 Please contact Danielle Burd at P.O. Box 82084, Kenmore, WA 98028.



**Seafarers International Union Directory**

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

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

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

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

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

**HONOLULU**  
606 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**  
635 Fourth Ave.  
Brooklyn, NY 11232  
(718) 499-6600

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

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

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

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

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

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

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

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

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

**Dispatchers' Report for Great Lakes**

JUNE 16 — JULY 15, 1994

Port	CL—Company/Lakes			L—Lakes			NP—Non Priority		
	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
<b>DECK DEPARTMENT</b>									
Algonac	0	15	6	0	43	16	0	35	8
<b>ENGINE DEPARTMENT</b>									
Algonac	0	13	3	0	28	5	0	24	4
<b>STEWARD DEPARTMENT</b>									
Algonac	0	6	1	0	11	2	0	7	3
<b>ENTRY DEPARTMENT</b>									
Algonac	0	12	12	0	0	0	0	25	29
<b>Totals All Departments</b>	<b>0</b>	<b>46</b>	<b>22</b>	<b>0</b>	<b>82</b>	<b>23</b>	<b>0</b>	<b>91</b>	<b>44</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.

**Dispatchers' Report for Inland Waters**

JUNE 16 — JULY 15, 1994

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Atlantic Coast	2	0	0	1	0	0	19	2	0
Gulf Coast	2	1	3	0	0	1	3	2	16
Lakes & Inland Waters	54	0	0	16	2	0	44	0	0
West Coast	1	0	12	38	2	32	3	3	44
<b>Totals</b>	<b>59</b>	<b>1</b>	<b>15</b>	<b>55</b>	<b>4</b>	<b>33</b>	<b>69</b>	<b>7</b>	<b>60</b>
<b>ENGINE DEPARTMENT</b>									
Atlantic Coast	1	0	0	1	0	0	3	1	0
Gulf Coast	1	1	1	0	0	1	0	1	3
Lakes & Inland Waters	31	0	0	6	1	0	11	0	0
West Coast	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>33</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>2</b>	<b>3</b>
<b>STEWARD DEPARTMENT</b>									
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	0	1	0	0	0	0	1	0	5
Lakes & Inland Waters	8	0	0	6	0	0	12	0	0
West Coast	0	1	2	0	1	2	1	2	8
<b>Totals</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>16</b>	<b>2</b>	<b>13</b>
<b>Totals All Departments</b>	<b>101</b>	<b>4</b>	<b>18</b>	<b>68</b>	<b>6</b>	<b>36</b>	<b>99</b>	<b>11</b>	<b>76</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.

**SIU BULLETIN BOARD**

**MERCHANT MARINE VETS FORM NEW CHAPTER IN WESTERN PA.**

A new chapter of the U.S. Merchant Marine Veterans of World War II is being formed in Allegheny County, Pa. Any interested merchant marine veterans may contact retired Seafarer Pete Salvo, who is the public relations chairman for the new group, at P.O. Box 124, McKeesport, PA 15134, or at (412) 673-2115.

Other chapters of the organization are based in Florida, Texas, Colorado, Michigan, Kansas and South Carolina. For information on any of those chapters, call (310) 519-9545.

**PORT ARTHUR, TEXAS MEMBERSHIP MEETING ON SEPTEMBER 7**

A general informational Seafarers membership meeting will be held on Wednesday, September 7, 1994 at 2:00 p.m. It will take place at the Ramada Inn on Highway 87 in Port Arthur.

Contact the Houston SIU hall for further information.

**REMEMBER PAY VOUCHERS WHEN FILING FOR VACATIONS FROM MILITARY SHIPS**

Seafarers who have sailed aboard military vessels which have a service contract act (SCA) or a Reserve Operating Status (ROS) component should provide copies of their pay vouchers when filing for vacation benefits related to employment on these ships. U.S. Coast Guard discharges from these firms do not show exact dates of employment, so the pay vouchers must be submitted as well.

Applications submitted without copies of pay vouchers will be held in a pending status until the proper verification is received.

**UPDATE YOUR ADDRESS**

If you recently moved or changed your name, it is necessary to have your correct address on file with the Seafarers Vacation Plan.

If you have not yet notified the union, go to your nearest union hall and fill out a change of address form or send your new address (along with your name, book number and social security number) to: Address Control, Seafarers International Union, 5201 Auth Way, Camp Springs, MD 20746.

**GREAT BRITAIN OFFERS MEDALS TO N. ATLANTIC WWII MARINERS**

The British Chamber of Shipping is offering a special badge to honor the merchant mariners who sailed in the Battle for the North Atlantic during World War II. In order to receive the recognition, send a cover letter explaining service with name and address, a copy of the DD 214 military discharge and copies of discharge papers or a list of the ships and voyages taken across the North Atlantic to: British Chamber of Shipping; 2-5 Minorities; London EC3 N1BJ, England.



Among the growing number of SIU pensioners this month are 32 members of the Seafarers who have retired after many years of sailing the world's waterways.

Three of the pensioners joined the union in the 1940s after World War II: Robert A. Cook, 1946; Emilio Sierra, 1945; and Clyde J. Smith Jr., 1946.

Twenty-two of those signing off sailed in the deep sea division, five in the inland division, three on the Great Lakes, and two in the Railroad Marine division.

Brothers Isaac R. Fletcher and Weldon Wallace completed the Steward Recertification program at the Lundeberg School in Piney Point, Md., and Brothers Emilio Sierra and Clyde J. Smith graduated from the Bosun Recertification program.

Of the retiring Seafarers, 19 served in the U.S. military: nine in the Navy, eight in the Army, and one each in the Air Force and Marine Corps.

Short biographical accounts of Brothers Cook, Sierra, Smith, Fletcher, Wallace and the other new pensioners follow.

**DEEP SEA**



**ROBERT R. BUNCH, 57**, graduated from the Andrew Furuseth School in Brooklyn, N.Y. in 1963.

Brother Bunch was active in a number of union beefs. From 1968 to 1975, he sailed on vessels engaged in Vietnam sealift efforts. He upgraded frequently at the Lundeberg School. Brother Bunch participated in Operation Desert Storm in 1991. He sailed in the engine department. His last ship was the *UST Pacific* in 1993. Brother Bunch served in the U.S. Army from 1952 to 1961. Born in the state of Kentucky, Brother Bunch has retired to Knoxville, Tenn.

**LESLIE H. COVERT JR., 66**, joined the union in 1968 in the port of Seattle. Born in Pennsylvania, he sailed in the deck department. Brother Covert served in the U.S. Navy. He has retired to Washington state.



**SAM A. CROSBY, 65**, began sailing with the SIU in 1965 in his home port of New Orleans. He sailed in the deck department. Brother Crosby continues to live in Louisiana.

**DOMINGO DIAZ, 65**, joined the Seafarers in 1943 in his native Puerto Rico. He retired his book in 1960 and signed up again with the union in 1977. Brother Diaz sailed in the deck department. He served in the U.S. Navy from 1942 to 1944. Brother Diaz has retired to Luquillo, P.R.



**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.*

**ROBERT A. COOK, 66**, joined the Seafarers in 1946 in the port of New York. He sailed in the steward department. Brother Cook served in the U.S. Marine Corps from 1951 to 1953. He was born in Wisconsin and currently resides in Maryland.

**KENNETH DOUGLAS, 68**, began sailing with the SIU in 1964 in the port of New York. He sailed in the deck department. Born in Denver, Colo., Brother Douglas served in the U.S. Navy from 1944 to 1953. He has retired to Seattle, Wash.



**BURR G. EELLS, 65**, joined the Seafarers in 1968 in the port of Cleveland, Ohio. He sailed in the engine department. Brother Eells served in the U.S. Army from 1948 to 1952. Born in New York, he has retired to San Francisco, Calif.



**ISAAC R. FLETCHER, 65**, began sailing with the Seafarers in 1967 in the port of Wilmington, Calif. He sailed in the steward department. Brother Fletcher upgraded at the Lundeberg School and completed the steward recertification program in 1981. Born in Kentucky, Brother Fletcher now lives in Alabama.

**FRANK H. FOSTER, 64**, was born in Roseville, Mich. He joined the SIU in 1961 in the port of San Francisco, Calif. Brother Foster sailed in the engine department. He upgraded at the Lundeberg School. Brother Foster served in the U.S. Army in 1953. He makes his home in California.

**ADRIAN J. JANACEK, 72**, began sailing with the SIU in 1967 in the port of Seattle, Wash. A native of Tacoma, Wash., he sailed in the deck department. Brother Janacek served in the U.S. Navy from 1940 to 1945. He has retired to Seattle.



**PAUL LABORDE, 59**, joined the SIU in 1959 in the port of Lake Charles, La. He sailed in both the engine and steward departments. Brother LaBorde upgraded his steward department rating in 1983. He served in the U.S. Army in 1957. Brother LaBorde has retired to his native state of Louisiana.



**FERNANDEZ MALDONADO, 69**, was born in Puerto Rico. He began sailing with the union in 1966 in the port of New York. The steward department member upgraded at the Lundeberg School in Piney Point, Md. in 1982. Brother Maldonado calls Puerto Rico home.



**JOHNNIE McCREE JR., 68**, joined the Seafarers in 1955 in the port of Baltimore, Md. He sailed in the steward department. Brother McCree served in the U.S. Army from 1953 to 1955. Born in Alabama, Brother McCree has retired to California.



**ROBERT E. MEALOR, 56**, was born in Miami, Fla. and began sailing with the union in 1965 from the port of Jacksonville, Fla. He sailed in the engine department. Brother Meador upgraded frequently at the Lundeberg School in Piney Point, Md. He served in the U.S. Army from 1956 to 1959. Brother Meador will remain in Jacksonville.

**GERALD T. PAYNE, 70**, joined the SIU in 1970 in the port of New York. He sailed in the engine department. Brother Payne upgraded frequently at the Lundeberg School. Born in Niagara Falls, N.Y., Brother Payne has retired to Florida.



**EMILIO SIERRA, 66**, began sailing with the Seafarers in 1945 in the port of New York. The Pennsylvania native sailed in the deck department. He received a personal safety award recognizing his part in making the *SS Steel Architect* an accident-free ship during the first half of 1960. Brother Sierra upgraded frequently at the Lundeberg School, graduating from the bosun recertification course in 1976. Brother Sierra makes his home in California.

**CLYDE J. SMITH JR., 64**, joined the union in 1946 in Mobile, Ala. He sailed in the deck department. Brother Smith successfully completed the bosun recertification course at the union's school in Piney Point in 1980.



He still calls his native Alabama home.

**EMERSON WALKER, 63**, began sailing with the Seafarers in 1966 in the port of San Francisco. He sailed in the engine department. The Ohio native upgraded at the Lundeberg School in 1979. Brother Walker served in the U.S. Air Force from 1951 to 1955. He has retired to California.



**WELDON WALLACE, 65**, joined the union in 1961 in the port of San Francisco. He sailed in the steward department. Brother Wallace upgraded at the Lundeberg School and completed the steward recertification program in 1984. Born in Bethlehem, Penn., he has retired to New York.



Orleans. He sailed in the deck department. He has retired to Louisiana.

**GORDON D. WHEELER, 63**, joined the Seafarers in 1955 in his native Baltimore, Md. He sailed in the steward department. Brother Wheeler served in the U.S. Army from 1953 to 1955. He currently resides in Texas.



**NICK-OLAOS ZERVOS, 65**, was born in Andros, Greece. The naturalized U.S. citizen joined the SIU in 1968 in the port of New York. He sailed in the deck department. Brother Zervos upgraded at the Lundeberg School in Piney Point in 1973 and 1981. He calls New York home.

**INLAND**

**JAMES O. CARAWAN, 64**, started sailing with the Seafarers in 1973 in the port of Norfolk, Va. He sailed in the deck department. Brother Carawan served in the U.S. Army from 1951 to 1952. He has retired to his native home state of North Carolina.



**WILLIAM CARLTON, 62**, joined the SIU in 1972 in the port of Norfolk, Va. He sailed in the steward department.

Brother Carlton served in the U.S. Navy from 1947 to 1972. Born in Atlanta, Ga., he has retired to Virginia.

**FRANCIS P. PRIMEAUX, 63**, began sailing with the SIU in 1964 in the port of Port Arthur, Texas. He last sailed as a tugboat captain. Brother Primeaux makes his home in his native Louisiana.



**EDWARD F. QUINN, 70**, began sailing with the union in 1976 in the port of Port Arthur, Texas. He sailed in the deck department. Brother Quinn was born in Boston, Mass. and has retired to Texas.



**VICTOR TIGETT, 65**, joined the Seafarers in 1965 in the port of Houston, Texas. Brother Tigett sailed in the engine department. The New York native served in the U.S. Army from 1950 to 1952. He currently resides in Texas.

**GREAT LAKES**

**RICHARD LAURENTY, 62**, a native of Cleveland, Ohio, began sailing with the SIU in 1961 in that port city. He served in the U.S. Navy from 1951 to 1955. Brother Laurenty continues to live in Ohio.

**DONALD L. MASKELL, 56**, was born in Alpena, Mich. He joined the union in 1964 in the port of Detroit. Brother Maskell sailed in the deck department. He has retired to Michigan.

**WILLIAM H. McDOWELL, 63**, joined the Seafarers in 1961 in his home town of Buffalo, N.Y. He sailed in the deck department. Brother McDowell served in the U.S. Navy from 1951 to 1955. He continues to reside in New York.

**RAILROAD MARINE**

**WILLIAM E. GRIMSLEY, 65**, joined the union in 1956 in the port of New York. Brother Grimsley sailed in the deck department. He worked aboard a float bridge from 1956 to 1968 and was last working with the Pennsylvania Railroad in 1992. Brother Grimsley has retired to New Jersey.

**RALPH J. SCOTT, 69**, a native of Alabama, joined the Seafarers in 1960 in the port of New York. He sailed in the deck department. Brother Scott served in the U.S. Navy from 1943 to 1947. He makes his home in Tennessee.

**CORRECTION**

In April's edition of the *Seafarers LOG*, new pensioner Arnold Perry was incorrectly identified as having joined the union in 1956. Brother Perry, 65, joined the Seafarers in 1944 in the port of Buffalo, N.Y. He has retired to New Bedford, Mass.



# Recalling Last Year's Flooding, Orgulf Crews Thankful For Good Weather

The summer sailing season is in full swing for Seafarers aboard Orgulf tugboats along the Mississippi River and its tributaries. Unlike last year when severe flooding forced vessels to tie up along the upper Mississippi, Missouri and Illinois rivers, SIU crews have been working steadily to move grain, coal, mulch, scrap and other dry cargo.

"So far, we haven't had time to slow down," noted Lead Deckhand Sheldon Wing aboard the tugboat *Bob Labdon*. "The crew has remained busy, and that is good for all of us."

The *Bob Labdon* operates on both the upper and lower portions of the Mississippi. The river has an unofficial dividing line at the company's Moore's Landing, Mo. staging area. North of Moore's Landing, the *Bob Labdon* and other Orgulf boats can push up to 15 barges, conditions permitting. South of Moore's Landing, those vessels able to navigate

that portion of the Mississippi are able to push as many as 35 barges.

Echoing Wing's assessment of the 1994 sailing season is fellow Lead Deckhand Richard Sager of the tugboat *Dave Carlton*.

"It's great to be back out here working without having to worry about the weather like last year," Sager said.

Like the *Bob Labdon*, the *Dave Carlton* also navigates the full Mississippi.

Meanwhile, the same sentiments are found aboard Orgulf tugs like the *Omar*, that sail only on the upper Mississippi as well as the Illinois and Ohio rivers.

"We've had no problems so far this year," said Utilityman Mark Elmore from the *Omar*. "All of the crew is glad to be working without the restrictions caused by the flooding."



While the Orgulf tugboat *Bob Labdon* (above) sails north on the Mississippi River, Cook Dorlis Taylor (left) stores freshly made muffins for the crewmembers.

Preparing the *Bob Labdon* for its next trip on the river are Lead Deckhand Sheldon Wing (left) and Deckhand Greg Stampley.



Deckhand Greg Stampley inspects the *Bob Labdon* deck before shoving off.

Checking out the galley on the *Omar* is Deckhand Tommie Mitchell Jr.

Donning his life jacket to work on the *Omar* is Utilityman Mark Elmore.

*Omar's* Lead Deckhand, Garry Gillispie, gets some paperwork done.

Heading for the galley for something to eat is *Omar* Mate Eddie Lairt.

Lead Deckhand Richard Sager checks on barges being pushed by *Carlton*.

Cook Stephen Struve is hard at work preparing a meal in the *Omar* galley.

## Know Your Rights

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

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

**SHIPPING RIGHTS.** A member's shipping rights and

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

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

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

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

**EDITORIAL POLICY — THE SEAFARERS LOG.** The *Seafarers*

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

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

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

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

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

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

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

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

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



## Digest of Ships Meetings

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

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

**BROOKS RANGE** (IOM), May 31—Secretary Peter Schulz, Steward Delegate Anthony Rivera. Disputed OT reported by deck delegate. No beefs or disputed OT reported in engine or steward departments. Crewmembers requested clarification from contracts department on time off. Next Port: El Segundo, Calif.

**CONSTELLATION** (Maersk Lines), May 26—Chairman Bradford H. Shelly, Secretary Don Williams. Chairman thanked deck department for job well done. He noted new relief list posted on bulletin board and vacation forms are available. Educational director stressed importance of attending upgrading courses at Lundeberg School in Piney Point, Md. Treasurer announced \$547.45 in ship's fund. Crewmembers requested clarification from contracts department on ammo pay from last two trips which involved carrying highly explosive cargo. Chief Cook F.P. Umali given vote of thanks for great food.

**ITB JACKSONVILLE** (Sheridan Transportation), May 21—Chairman Luke Wells, Deck Delegate David Partikian, Engine Delegate Ron Micklos, Steward Delegate Rudolf Shields. Chairman discussed memorandum of understanding between SIU and Sheridan Transportation. Crewmembers were reminded to help steward department by keeping mess hall clean. No beefs or disputed OT reported by deck, engine and steward departments. Next port: St. Croix, V.I.

**OMI SACRAMENTO** (Vulcan), May 29—Chairman Ray Gorju, Secretary Matthew Scott, Engine Delegate Robert Caldwell, Steward Delegate Anderson Jordan Jr. Chairman noted ship completed long voyage and thanked all crewmembers on behalf of captain for job well done. Secretary added special thanks to all crew for professional attitude. Educational director encouraged members to take advantage of union's upgrading facility at Paul Hall Center. Treasurer announced \$590 in ship's fund. Beefs reported in engine and steward departments. No beefs or disputed OT reported by deck delegate. Ship will go into layup in next port, Port Orange, Texas.

**SEA-LAND CHALLENGER** (Sea-Land Service), May 8—Chairman Roy Williams, Secretary Herbert Scyres, Educational Director H.C. Chancey. Secretary noted need to talk to patrolman at upcoming payoff regarding OT beef in steward department. Educational director reminded crewmembers of importance of contributing to SPAD and Maritime Defense League, and of upgrading skills at Piney Point. Discussion was held to ask contracts department about improvements to dental and optical plans. Crewmembers gave vote of thanks to steward department for hard work. One minute of silence was observed in memory of departed brothers and sisters. Next port: Elizabeth, N.J.

**SEA-LAND PERFORMANCE** (Sea-Land Service), May 29—Chairman Allan Hitt, Secretary Melvin W. Hite, Educational Director Dan Johnson, Deck

Delegate Gary Cardillo, Steward Delegate Alonzo Belcher. Educational director advised crewmembers to keep home address current with union headquarters. He has change of address cards and all other SIU forms on board. No beefs or disputed OT reported by all departments.

**SEA-LAND VALUE** (Sea-Land Service), May 27—Chairman Domingo Leon Jr., Secretary M.T. St. George, Deck Delegate Michael Moore, Educational Director S.B. Miller, Steward Delegate E. Verventis. Educational director reminded members of increased earning opportunities available by attending upgrading courses at Lundeberg School. Disputed OT reported in deck department. No beefs or disputed OT reported in engine and steward departments. Crewmembers noted need for new furniture, dryer and TV. Vote of thanks given to steward and his gang for job well done. Next port: Elizabeth, N.J.

**USNS WILKES** (Bay Ship Management), May 22—Chairman Jerry Hill, Educational Director Gary M. Dahl, Engine Delegate D.P. Gaudeau, Steward Delegate William Lockett. Chairman reminded crewmembers of necessity of separating plastic items from regular trash. He noted that previous problem with chairs in crew mess sliding around was fixed, along with other furniture in need of repair. Awaiting new table for crew mess. Educational director encouraged members to upgrade skills at Paul Hall Center. Treasurer announced \$498 in ship's fund. Letter to SIU headquarters was written, seeking clarification on tours of duty. Crewmembers reported good food being served aboard ship. Would like a BBQ on fantail. Chief steward agreed and deck department will fabricate tables. Next port: Pusan, South Korea.

**GLOBAL SENTINEL** (Transoceanic), June 17—Chairman Joseph J. Olson, Secretary Kenneth D. Rosiek, Educational Director Marvin D. Wells, Deck Delegate Richard Barron, Steward Delegate Brian Lindsley. Chairman announced pilot being picked up for entry into Seattle where crew will have payoff. Will call union hall for patrolman. Educational director urged members to take advantage of upgrading courses at Piney Point and to read new contract for changes. Treasurer announced \$97 in ship's fund. Disputed OT reported in deck and engine departments. No beefs or disputed OT reported in steward department. With ship going into dry dock, members were reminded that company is under no obligation to pay way back to ship after layoff. It's different for those going on vacation, but members must re-claim jobs at Seattle hall. Deck department was commended for good job of removing tar from ship's decks. Vote of thanks and commendation given to steward department for exceptional job. New VCR received aboard ship. Everyone was reminded to return movie tapes when done.

**LNG GEMINI** (ETC), June 15—Chairman Ramli Mohamed, Secretary Kris A. Hopkins, Educa-

tional Director Paul Wolf, Engine Delegate Kevin Conklin, Steward Delegate Patricia Ballance. Educational director talked about SIU scholarship program as a benefit for Seafarers and their dependents. He also stressed importance of upgrading skills at Lundeberg School. Treasurer announced \$500 in ship's fund. No beefs or disputed OT reported by all three departments. Steward department given vote of thanks for great job. It was mentioned that Chief Cook Ballance is going on vacation and will be missed. Crewmembers suggested having a baggage room for regular crews. Next port: Arun, Indonesia.

**NUEVO SAN JUAN** (PRMMI), June 5—Chairman Jerry Borucki, Educational Director Gerald Daley, Deck Delegate Porfirio L. Sambula, Treasurer Jesse Cintron, Engine Delegate Miguel Rullán. Chief steward reminded crewmembers of non-smoking policy during meals. He thanked crew for keeping mess hall clean. No beefs or disputed OT reported by department delegates. Everyone was urged to sign up for upgrading classes at Piney Point which could lead to better pay and career advancement. Members and their families also can use facilities at Piney Point for two-week summer vacations. The importance of contributing to SPAD was stressed, as maritime legislation now is being debated on Capitol Hill. Steward department given vote of thanks for preparing excellent food. Next port: San Juan, P.R.

**OOCL INNOVATION** (Sea-Land Service), June 5—Chairman Allan A. Rogers, Secretary Jonny Cruz, Educational Director R.L. Tannis, Deck Delegate Mark Lamar, Engine Delegate Robert Brown, Steward Delegate Gwendolyn Shinholster. Chairman announced payoff in Elizabeth, N.J. He also talked about dark clouds facing maritime industry—and one way to protect union jobs is by voting and supporting SPAD. Secretary reminded everyone that Lundeberg School is great place to spend summer vacation time with family. It is also a good place to upgrade skills in order to handle any new job on-board ships. Educational director advised crew to wear hard hats when going ashore or on dock in Rotterdam because of new rule that went into effect in May. No beefs or disputed OT reported by the deck, engine and steward departments. Vote of thanks given to steward department for job well done. Steward, in turn, thanked crew for keeping ship clean and making trip a pleasant one. Chief Cook Shinholster mentioned that GSU James Tyson did great job and was very helpful. Next port: Boston, Mass.

**OVERSEAS ARCTIC** (Maritime Overseas), June 8—Chairman J.J. Williams, Secretary Kerry T. Roby, Engine Delegate Kevin F. Moon, Steward Delegate Juan Gonzales. Chairman announced pay off in port of St. Croix. No beefs or disputed OT reported by three department delegates. All communications, including Seafarers LOGs and activities reports, are in crew lounge. Crew asked contracts department to look into increasing dental and optical benefits as well as the length of time per trip. Vote of thanks given to steward department for good job. Suggestion was made to have ship fumigated to get rid of roaches.

**OVERSEAS OHIO** (Maritime Overseas), June 8—Chairman Robert Pagan, Secretary Earl N. Gray Sr., Educational Director Michael Ribeiro, Engine Delegate Karl Benes, Steward Delegate Duane R. Bergeson. Chairman informed crewmembers there should be no mixing of oily rags and

paper with plastic items to go ashore. Only clean plastic should be sent, or ship could be fined. He reminded all hands to be considerate in passageways as others may be sleeping. Secretary advised members of his upcoming vacation and wished them continued smooth sailing. He reminded them of educational opportunities available at Lundeberg School. Disputed OT reported in deck department. Engine and steward departments reported no beefs or disputed OT. All running smoothly. Request was made for new rec room and dining room furniture, as well as new microwave oven, toaster and coffee maker. Next port: Long Beach, Calif.

**OVERSEAS WASHINGTON** (Maritime Overseas), June 5—Chairman T. Koebel, Secretary Robert Miller, Engine Delegate Kevin Wray, Steward Delegate

his department. No beefs or disputed OT reported in deck or engine departments. Vote of thanks given to steward and deck departments for jobs well done. Next port: Oakland, Calif.

**SEA-LAND INDEPENDENCE** (Sea-Land Service), June 5—Chairman Stephen Rasmussen, Secretary Nancy S. Heyden, Educational Director Bozidar Balic, Deck Delegate George Fries, Steward Delegate Daniel Maxie Sr. Chairman said ship has good crew and everyone is doing good job. He thanked steward department for their fine meals. Secretary reminded members to lock up movie cabinets and crew lounge when in port. Educational director stressed importance of upgrading skills in Piney Point. He also asked everyone to be considerate of others by rewinding movies when finished and putting

### Deck Crew Welcomes Member Aboard



While the MV Courier was docked at the Northville Terminal in Linden, N.J., AB Napoleon San Martin (right) is welcomed aboard by AB Brad Seibel (left) and Bosun Stephen Argay.

Steve Soofi. Chairman urged members to write their congressional representatives regarding H.R. 4003, the merchant marine revitalization bill. Secretary also noted that in order for these letters to have any impact, member should be registered voter. Chairman relayed message from captain that if crewmembers do not leave doors to rooms open, they cannot be cleaned. No beefs or disputed OT reported by department delegates. Smoking hours in crew lounge were discussed and revised. Vote of thanks given to steward department for excellent fare. Next port: Homer, Alaska.

**SEA-LAND DEVELOPER** (Sea-Land Service), June 2—Chairman Dana Cella, Secretary Lincoln Pinn, Educational Director John T. Ross, Deck Delegate Timothy L. Smith, Engine Delegate Jeffrey Murray, Steward Delegate Michael Linus. Chairman advised members that washing machine was ordered and is expected in port of Tacoma. He also encouraged crew to upgrade their maritime skills at Paul Hall Center and keep the union strong by supporting SPAD. No beefs or disputed OT reported by deck, engine and steward delegates. Crewmembers requested contracts department look into increase in dental benefits for themselves and families. Members would like to be informed if Lundeberg School will be providing outport hazmat training so they can renew their endorsements. Next port: Tacoma, Wash.

**SEA-LAND HAWAII** (Sea-Land Service), June 19—Chairman James Foley, Secretary D. Spangler, Deck Delegate James A. Speer. Chairman reminded crewmembers not to overload washing machine with clothes or soap. Crew was asked to keep TV volume down during meal hour. Steward delegate reported beef in

them back in their jackets. Treasurer will check with captain to see if there is any money in ship's fund. No beefs or disputed OT reported by the three department delegates. Copies of Seafarers LOGs received in Hong Kong. Crewmembers were advised to read them for current union news. Clarification was requested from headquarters regarding break for quartermaster. All hands voted to start a movie fund next trip in Kaohsiung. A special minute of silence was observed for shipmate John Shaw's wife who passed away at beginning of trip. Next port: Long Beach, Calif.

**SEA-LAND PACIFIC** (Sea-Land Service), June 19—Chairman Lother Reck, Secretary George M. Bronson, Educational Director Brett Landis, Deck Delegate Julius Udán, Engine Delegate Alfonso Bombita Jr., Steward Delegate Rang V. Nguyen. Chairman mentioned Teamster's strike with Sea-Land and congratulated Teamsters on their win. He reminded crew that engineers have new 60-day contract extension. He advised members to meet with SIU patrolman before paying off. Wiper was thanked for waxing crew deck and lounge area, and steward department was thanked for keeping mess hall and crew lounge clean. Secretary noted success of second cookout this trip due in large part to fresh tuna and special cut of short ribs from ashore. He thanked all those involved. Educational director talked about safety while working on deck. He also urged members to attend upgrading courses at Lundeberg School and to donate to SPAD. Treasurer announced over 500 movies aboard ship. There is \$40 in movie fund and \$355 in ship's fund, and members agreed to spend some of it for buying shelves for new movies. Disputed OT reported in deck

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## Upgrader Koonce Stays True to Word

When Darrel Koonce set sail from Gibraltar for Saudi Arabia aboard the *USNS Capella* in June 1991, he told the woman he was dating that he would be back to marry her.

"I had heard all those stories about seaman saying they would come back, and you never hear from them again," noted Koonce's wife of two years, Dolly.

In fact, he almost lived up to the reputation that others had said would happen. "There were no calls or letters for five months," she told a reporter for the *Seafarers LOG* while Koonce hung his head and nodded in agreement.

But in November 1991, right after Koonce signed off the *Capella*, he returned to Gibraltar. After Dolly overcame the initial disbelief that he had returned, the couple resumed dating and were married within a few months.

Koonce, who recently upgraded to able seaman at the Paul Hall Center, gave up sailing for a short time to stay in Gibraltar. He was offered several maritime-related jobs but they were not as good as the ones he held after graduating from the Lundeberg School's trainee program in 1990.

Darrel came back to the States in 1992 with his wife, who was born in India but who spent the last five years in Europe. Again, he tried his hand at other jobs, including construction, but ultimately returned to the sea.



Darrel, Dolly and seven-week-old Devin Koonce relax in the lobby of the Lundeberg School Training and Recreation Center as Darrel takes a break while upgrading to able seaman.

"The money and jobs just weren't there," recalled Koonce, who has sailed primarily on tankers since returning. "Besides, I missed sailing. We talked it over and I came back.

"I didn't know what I had with the Seafarers until I left. I'm glad I'm back."

## Voyage to Gdynia: by Ralph Lundgren

Continued from page 12

Sister of Mercy, she tells us. But that alone doesn't explain the power she seems to have to make us all somehow better than we really are. "I leave you now," she smiles. "Don't stay too long." And then she's gone.

Wincing, Web grabs the head of his bed and pulls himself away from his girdling cast. He swears, and then says, "They really need soap." Web tries a grin, reminding us, "There's boxes of it in the hold. Sheets too." Sister Chessie's even made a saint out of Web. And in this state of unaccustomed holiness, we leave him.

Passing the Russian graves on



Sister Czeszawa Herchowski was able to send a letter to her brother via Lundgren and his crewmates.

our way to "Tom's beer joint," I think about Sister Czeszawa. Chessie, she says we can call her. What's her secret? Is it faith that gives her the strength to smile in the face of death and in the misery with which she lives? If not, what gives her the inner peace she seems to have?

Scott and Smokestack Healy seem to have the same inner peace. Why? Have the Sisters of Mercy found a safe harbor in their order? Like sailors wedded to their union and their ships? All this is too abstract for me. So, I fall back in with my shipmates and swallow some beer.

**September 29—the 26th day:** Tomorrow we sail, leave Gdynia, the first foreign port in which I've been for any length of time. A lot has happened to me here. I will leave something of myself behind.

But I'll take with me more than I've lost here, if I've lost anything at all. Lying in my bunk, I see Sister Chessie shushing Web with a few words and the touch of her hand. I see the soft sad smile with which she looked on us, a rowdy bank of deckhands until she walked in that narrow room and changed us into boys again.

We've seen her every day since Web was in that hospital. She's done a lot for Web, become a sort of older sister to all of us.

When we came to take Web back to the ship, she asked us to do something for her. But she was shy about asking, as if we didn't owe her anything. "Look," she began, "excuse me..." then very formally asked if we could do her a favor.

We all said yes at once, then lost our voices. That long narrow hospital room suddenly filled with silence. "Please," Sister Chessie said quietly, "I have a brother in America. He hasn't heard a word from me for years. I know he thinks I'm dead."

She brought three envelopes and some money from her pocket. "I've written him. All the same letter in each of these. But there's no way I can mail them. Mail? We have had none since the Germans. Could you take them for me? Mail them in America?" She held out her envelopes in one hand, her money in the other.

We stood silent around her until Tom took her letters. "We don't need money, Sister," he told her for all of us. "We're heading for New York," Tom said. "We'll be there in a month. Three days after we land, these letters'll be in Baltimore. We promise you."

She hugged Tom like a brother. That hug was for all of us, I know. I'll never forget her, I promise myself. Never.

## Ships Digest

Continued from page 21

department. No beefs or disputed OT reported in engine and steward departments. Vote of thanks given to steward department, especially to Rang V. Nguyen of Seattle. Next port: Tacoma, Wash.

**SEA-LAND RELIANCE** (Sea-Land Service), June 2—Chairman A. Eckert, Secretary G. Sivley, Educational Director A. Jaramillo. Chairman advised members of payoff in Tacoma, Wash. He asked that all crewmembers return movies to locker before getting off and thanked them for smooth trip. No beefs or disputed OT reported by department delegates. *Seafarers LOGs* received aboard ship. Vote

of thanks given to steward department for great food.

**SEA-LAND TACOMA** (Sea-Land Service), June 21—Chairman T.M. Murphy, Secretary Harry E. Lively, Educational Director C. Piper, Deck Delegate Sean O'Doherty, Engine Delegate Charles H. Kennedy, Steward Delegate M. Bubaker. Chairman reported on new cost of living adjustment, effective July 1, 1994. Secretary noted that seven to nine passengers were aboard last two trips. Everything went smoothly. Educational director urged crewmembers to use facilities available at Lundeberg School. Treasurer announced \$370 in ship's fund. No beefs or disputed OT reported in deck, engine and steward departments. Next port: Tacoma, Wash.

**ULTRASEA** (Sealift), June 5—Chairman M.A. Noble, Secretary Timothy J. Dowd. Chairman announced arrival and payoff in New Orleans, La. He thanked Chief Cook Francisco Monsibais and rest of steward department for job well done over past voyages. Treasurer stated \$56 in ship's fund. Suggestion was made to buy new movies since next trip will be long. Steward delegate reported disputed OT in his department. No beefs or disputed OT in deck or engine departments. With additional riders aboard, suggestion made to get new washing machine. Suggestion also made to use spare room for riders, not AB or oiler's rooms. Repairs needed aboard ship include fixing of galley ovens and range.

## Only 147 Days 'Til Christmas

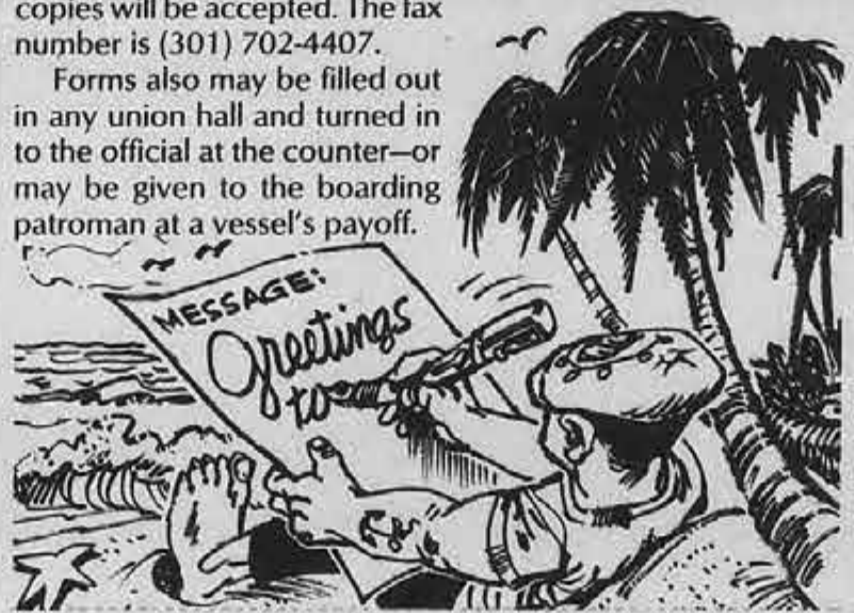
The heat and humidity of summer may not make you think about the holiday season just yet, but the *Seafarers LOG* must plan ahead for its December edition. And one of the features of that edition that has been extremely well received over the past three years is the inclusion of holiday greetings. Active and retired Seafarers—as well as their family members—are invited to send their greetings to friends, shipmates and loved ones through the pages of the *LOG*.

The procedure is simple. In 25 words or less (and in your neatest PRINTING possible), write the message in the space provided below. All (legible) greetings that are written in the holiday spirit will be included in the December 1994 issue of the *Seafarers LOG*, if they are received in time. The *LOG* reserves the right to print one greeting per sender. Others will be run only if space permits.

The deadline for receipt of the holiday messages is Monday, November 14, 1994. Send them by mail to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746.

After November 1, facsimile copies will be accepted. The fax number is (301) 702-4407.

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



## Holiday Message

(PLEASE PRINT OR TYPE)

To: \_\_\_\_\_

From: \_\_\_\_\_

Message: \_\_\_\_\_

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- Check the block which describes your status with the SIU:
- |   |  |
|---|--|
| <input type="checkbox"/> Active Seafarer  | <input type="checkbox"/> Family Member of Active Seafarer  |
| <input type="checkbox"/> Retired Seafarer | <input type="checkbox"/> Family Member of Retired Seafarer |

Send your greeting to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746. The greeting should be received at the *LOG* office by Monday, November 14, 1994.



# Final Departures

## DEEP SEA

### AGATON ANDREZ

Pensioner Agaton Andrez, 94, passed away May 10, 1993. Brother Andrez joined the Marine Cooks and Stewards in 1946, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Andrez began receiving his pension in March 1965.

### JAMES E. BARKER

Pensioner James E. Barker, 83, died May 6. A Pennsylvania native, he joined the Marine Cooks and Stewards in 1941, before that union merged with the AGLIWD. Brother Barker served in the military from 1935 to 1945. He retired in March 1977.

### BENAIA BERBERENA

Brother Benaia Berberena, 52, passed away June 28. Born in Puerto Rico, he signed on with the SIU in 1969 in Piney Point, Md. after completing the Lundeberg School's training course for entry level seamen. Brother Berberena sailed in the deck department and upgraded at Piney Point in 1981. He was active in union activities in San Francisco.

### JOHN L. BUCKLEY

Pensioner John L. Buckley, 80, died June 1. Born in San Francisco, Calif., he began his sailing career in 1953 in the port of Boston. Brother Buckley sailed in the engine department. In 1976 he upgraded his rating to QMED. He served in the U.S. Army from 1937 to 1940. Brother Buckley began receiving his pension in August 1979.

### JOHN R. CHEELY

Pensioner, John R. Cheely, 67, passed away June 11. A native of New York, he joined the Seafarers in 1947 in the port of New York. He sailed in the engine department. Brother Cheely upgraded at the Lundeberg School. He retired in January 1992.

### PATRICK J. CLEARY

Pensioner Patrick J. Cleary, 74, died May 22. Born in New York City, he began his sailing career with the Seafarers in 1952 in the port of Galveston, Texas. Brother Cleary sailed in the engine department. He began receiving his pension in November 1981.

### GERALD EDWARDS

Pensioner Gerald Edwards, 69, died November 19, 1993. Born in Merritt, N.C., he began sailing with the Seafarers in 1944 in the port of New York. Brother Edwards sailed in the deck department. He served in

the U.S. Air Force from 1948 to 1951. Brother Edwards began receiving his pension in January 1986.

### THOMAS D. CRAIG

Pensioner Thomas D. Craig, 88, passed away April 12. He joined the Marine Cooks and Stewards in 1944 before that union merged with the AGLIWD. Brother Craig retired in August 1969.

### HARRY EGOLF

Pensioner Harry Egolf, 70, passed away June 1. Born in Hickory, Pa., he began his sailing career with the Marine Cooks and Stewards in 1945 before that union merged with the AGLIWD. Brother Egolf retired in November 1974.

### DANIEL H. FERRAS

Pensioner Daniel H. Ferras, 59, died June 8. Born in Cuba, he became a U.S. citizen and joined the SIU in New Orleans in 1968. Brother Ferras sailed in the deck department. He began receiving his pension in May 1991.

### HARRY GOORWITZ

Pensioner Harry Goorwitz, 81, died November 6, 1992. Brother Goorwitz joined the Marine Cooks and Stewards in 1937, before that union merged with the AGLIWD. He sailed aboard Matson and American President Lines vessels. Brother Goorwitz began receiving his pension in December 1969.

### HOWARD R. HARVEY

Pensioner Howard R. Harvey, 69, passed away June 19. Born in Michigan, he joined the Seafarers in 1958 in the port of Seattle. Brother Harvey sailed in the deck department. He upgraded at the Lundeberg School in 1975. Brother Harvey served in the U.S. Army in 1950. He retired in May 1986.

### EDWARD KELLY SR.

Pensioner Edward Kelly Sr., 74, passed away June 20. A native of Theodore, Ala., he joined the SIU in 1949 in the port of New York. Brother Kelly sailed in the steward department. He successfully completed the steward recertification program at the Lundeberg School in 1981. He served in the U.S. Army from 1943 to 1946. Brother Kelly retired in April 1984.

### FRANCIS LEBDA

Brother Francis Lebda, 64, died June 13. Born in New York City, he joined the Seafarers in 1969 in that port. Brother Lebda sailed in the deck depart-

ment. He upgraded frequently at the Lundeberg School. He is remembered by his union brothers for his many activities in behalf of seamen—both at sea and ashore. Brother Lebda served in the U.S. Army from 1947 to 1948.

### GEORGE LINDSAY JR.

Brother George Lindsay Jr., 48, passed away May 24. A native of Georgia, he joined the SIU in 1970 in the port of Jacksonville, Fla. Brother Lindsay recently sailed in the engine department as a QMED. He upgraded frequently at the union's school in Piney Point, Md.

### GABRIEL LLAMAS

Pensioner Gabriel Llamas, 89, died June 27. Born in Puerto Rico, he joined the Seafarers in 1944 in the port of New York. Late in his career, Brother Llamas primarily sailed in the deck department as a bosun. Brother Llamas began receiving his pension in November 1970.

### HORACE P. MAYEUX

Pensioner Horace P. Mayeux, 65, passed away June 6. He joined the SIU in his native city of New Orleans in 1966. Brother Mayeux sailed in the deck department. He served in the U.S. Army from 1945 to 1947. Brother Mayeux retired from the SIU in October 1987.

### DONALD J. MEDER

Brother Donald J. Meder, 61, died May 25. Born in Sacramento, Calif., he signed on with the SIU in 1969 in the port of Wilmington, Calif. He sailed in both the deck and steward departments. Brother Meder upgraded at the Lundeberg School. He served in the U.S. Navy from 1951 to 1955.

### CLARENCE J. NALL

Pensioner Clarence J. Nall, 82, passed away February 19, 1993. A charter member of the SIU, Brother Nall was born in Belleville, Ala. He joined the union in 1938 in the port of Mobile, Ala. and sailed in the steward department until his retirement in September 1972. He is survived by his wife, Bernice.

### MARY A. VEARD

Pensioner Mary A. Veard, 75, passed away August 5, 1993. She joined the Marine Cooks and Stewards in 1955, before that union merged with the

AGLIWD. Sister Veard retired in November 1971.

### ANTHONY SCATURRO

Pensioner Anthony Scaturro, 76, died June 10. He signed on with the Seafarers in 1950 in his home state of New York. Brother Scaturro sailed in the steward department. He upgraded at the Lundeberg School in 1979. Brother Scaturro served in the U.S. Navy from 1941 to 1945. He began receiving his pension in March 1980.

### JOSEPH SMITH

Pensioner Joseph Smith, 82, passed away May 20. Born in Peabody, Mass., he joined the union in 1948 in the port of New York. He last sailed in the deck department as a bosun. Brother Smith retired in April 1978.

### ARMON STOVALL

Pensioner Armon Stovall, 74, died May 25. Born in Newark, N.J., he joined the Marine Cooks and Stewards in 1971 in the port of San Francisco, before that union merged with the AGLIWD. He began receiving his pension February 1990.

### ARMANDO VIDAL

Pensioner Armando Vidal, 81, died March 14. A native of Puerto Rico, he signed on with the SIU in 1943 in the port of New York. Brother Vidal sailed in the engine department. He upgraded frequently at the Lundeberg School. Brother Vidal began receiving his pension in September 1975.

### JAMES L. WALDROP

James L. Waldrop, 63, passed away June 3. Born in Florida, he joined the Seafarers in 1950 in the port of New York. Brother Waldrop sailed in both the deck and steward departments.

## INLAND

### BENJAMIN BEACHAM

Benjamin Beacham, 60, died June 20. A native of North Carolina, he joined the SIU in 1959 in the port of Philadelphia. He sailed in the deck department. Boatman Beacham served in the U.S. Army from 1950 to 1954.

### CHARLES M. CURTIS

Pensioner Charles M. Curtis, 70, passed away May 14. Born in North Carolina, he began his sailing career in 1973 in the port of Jacksonville, Fla. Boatman Curtis attended the SIU Gulf and Inland Waters Education Conference in July 1977 at the Lundeberg School in Piney Point, Md. He sailed in the steward department. Boatman Curtis served in the U.S. Marine Corps from 1942 to 1945. He retired in February 1986.

### FRANCIS GALLAGHER

Pensioner Francis Gallagher, 84, died June 10. A native of Virginia, Boatman Gallagher joined the SIU in 1961 in the port of Norfolk, Va. He sailed in the engine department. Boatman Gallagher began receiving his pension in April 1973.

### DONALD HARBOUR

Donald Harbour, 53, passed away June 20. Born in Springfield, Ill., he joined the Seafarers in 1991 in the port of Houston. Boatman Harbour sailed aboard G & H Towing vessels in the engine department. He served in the U.S. Navy from 1958 to 1964.

### JOSEPH HEBERT

Pensioner Joseph Hebert, 70, died June 16. A native of Grand Lake, La., he began sailing with the union in 1964 in the port of New Orleans. Boatman Hebert served in the U.S. Army from 1943 to 1946. He began receiving his pension in April 1982.

### MELVIN HEBERT

Pensioner Melvin Hebert, 73, passed away May 20. Born in Louisiana, he joined the Seafarers in 1972 in the port of Port Arthur, Texas. Boatman Hebert was a licensed captain. He served in the U.S. Navy from 1944 to 1946 and again from 1947 to 1949. Boatman Hebert retired in November 1985.

### JOHN Q. JOYNER

Pensioner John Q. Joyner, 88, died May 14. Boatman Joyner began sailing with the SIU in 1982 in the port of Nor-



# Two-Step Unloading Is Routine for Jacksonville



Waving as the pilot launch shoves off is Bosun Luke Wells.

Offloading for the *ITB Jacksonville* is a two-step process. When the vessel approaches the New York City skyline, it is time to ready the vessel for the first step.

"Entering the harbor only means we have to prepare for lightering," Bosun Luke Wells told the *Seafarers LOG*. "We'll be here offloading, then we can head for the dock."

The *Jacksonville*, like the other Sheridan Transportation

tug/barges on the St. Croix to New York run, must unload some of its petroleum cargo onto another barge in the Stapleton Anchorage before it can sail to the Hess Terminal in Port Reading, N.J.

Wells noted the procedure is fairly routine with the good crew aboard the vessel. "We are all familiar with what we have to do. Unless the weather acts up, it usually goes without a hitch."

The tug/barge makes the roundtrip between the Virgin Is-

lands and New York in just under 13 days. Lightering in Stapleton Anchorage takes about 12 hours, while the offloading operations at the terminal involves another 18 hours.

The *Jacksonville* is able to hold 350,000 barrels of gasoline, jet fuel and other petroleum products. When it is not on the New York run, the 12-year-old vessel often puts in at the ports of Norfolk, Va., Charleston, S.C. and Houston.



Chief Cook Benigno Santos stands ready to take a meal order.



Lowering the pilot's ladder from the deck are AB Nat Leary (left) and Bosun Luke Wells. The lightering barge can be seen behind Wells.



QMED Pumpman David Veldkamp (right) finds out what will be on the menu from Chief Steward Charles Banky.

# Bosun Romero Praises Liberty Sea Crew



Applying a fresh coat of paint is AB Don Martin, who sails from the port of New Orleans.



Pictured from left are GUDE Gerry Rogers, QMED Tomas Martinez and GUDE Don Ackerman.



Galley gang members (left to right) Chief Cook Leslie Davis, GSU Gerardo Lopez and Recertified Steward Neville Johnson Jr. prepare another delicious meal for fellow crewmembers on the *Liberty Sea*.



Helping keep the *Liberty Sea* in top form is Bosun Mario Romero.



Piloting the ship are AB Larry Jordan (right) and Third Mate David Hood, an SIU hawsepiper.

The professionalism of SIU crewmembers aboard the *Liberty Sea* was evident during the vessel's recent voyage to deliver 60,000 metric tons of grain to Haifa, Israel, reported Bosun Mario Romero.

In ship's minutes that were recorded during the trip, the bosun commended the entire crew. "We've had nothing but smooth sailing," noted Romero.

Romero said that the deck department spent much of its time chipping and painting. Seafarers in the engine room kept the vessel running at peak performance, while the steward department provided excellent meals. "I extend a

special vote of thanks to the steward department for a job well done," added Romero.

The importance and benefits of upgrading at the Paul Hall Center is a common topic among the crew, according to the *Liberty Sea's* chief steward, Neville Johnson Jr. Brother Johnson has taken many courses at the Paul Hall Center's Lundberg School in Piney Point, Md. He recently completed the recertified steward program.

Operated by Liberty Maritime, the *Liberty Sea* was scheduled to return to the U.S. late last month. The photos accompanying this story were taken during the voyage to Israel.



ABs Arnold Jackson (left) and Romuald "Joe" Los paint railings on the deck of the *Liberty Sea*.



# Inquiring Seafarer

**Question: What was the best ship or run that you have been on as a Seafarer?**

(Asked of SIU members in the port of Baltimore.)



**Eric Mahoney, Ordinary Seaman** — I've only been on two ships so far because I started sailing last year. I guess

I'd have to say the *Sealift Mediterranean Sea* because it had such a good crew.

**Walt Schoppe, Cook/Baker** — Every ship has been my favorite ship. I have had no problems on any SIU ship and have enjoyed sailing.



**John McLain, Ordinary Seaman** — I'd have to say the *Gopher State*. The food was good, the crew was

good and we had a good trip from Germany to Johnson Island.

**Bob Anders, Able Seaman** — Any Delta Lines and Sea-Land ships. They had good crews, good runs, good food and lots of work.



**Frank Ridrigs, retired Steward Assistant** — Delta Lines' *Isabelle*. It went to South

America. I liked the run. We had good weather. We had very good crews and nice passengers.

**Joseph J. Mamoliti, retired Tugboat Captain** — I was inland, but I'd have to say the *Kings Point*. She was a good handling boat in the Baltimore Harbor and Chesapeake Bay.



**Calvin Singletary, Able Seaman** — The *SS Guayama*. The crew as a whole was excellent. I enjoyed the

run and commend Captain Egon Stage and Bosun Richard Kidd. If given a choice between a good ship and a good crew, I'll go with the good crew.

**Keith Barfield, Steward Assistant** — Any Delta Lines' ship. They were the best runs because they had good crews and no troubles.



**Carl Russell, Ordinary Seaman** — I just started sailing. The *Global Mariner* is the only vessel I've

been aboard, so it's my favorite.

## Not the Usual Cargo



Requiring a little more care than the usual cargo of containers, four elephants were picked up by the *Sea-Land Raleigh Bay* in Charleston, S.C. for transport to a circus in Algeciras, Spain. Watching the loading process are, from left, AB William Carey, AB Timothy Girard and Bosun Tony Martinez. The photo was taken by QMED Paul Titus.

## The San Juan's Enthusiastic Galley Gang



One thing the SIU-crewed *Nuevo San Juan* is known for is its enthusiastic galley gang. Pictured above (from left), ready for serving the crew at lunchtime are Messman Jose De Los Santos, Chief Cook Jorge Bernardez, Chief Steward Hazel Johnson and Messman Angel O'Neill. Below right, De Los Santos prepares food for the salad bar. Below left (from left), reading a letter from SIU headquarters are Bosun Jerry Borucki, Johnson and Bernardez.



## Final Departures

Continued from page 23

folk, Va. He sailed in the deck department. Boatman Joyner began receiving his pension in June 1985.

### GERALD MANUEL



Pensioner Gerald Manuel, 90, passed away May 31. Born in Louisiana, he joined the union in 1964 in the port of Port Arthur, Texas. Boatman Manuel sailed in the engine department. He retired in October 1968.

### FLOYD T. ROGERS JR.



Floyd T. Rogers Jr., 58, died May 26. A native of Delaware, he began sailing with the SIU in 1959 in the port of Philadelphia.

He sailed in the deck department. Boatman Rogers served in the U.S. Navy from 1953 to 1954.

### MERLE E. WITTER JR.

Merle E. Witter Jr., 41, passed away June 23. Boatman Witter joined the Seafarers in 1977 in his native city of Port Arthur, Texas. He sailed in the deck department.

## GREAT LAKES

### ALBERT J. LESSARD



Pensioner Albert J. Lessard, 75, died May 31. A native of Duluth, Minn., he began sailing with the SIU in 1968 in the port of Detroit as a member of the deck department. Brother Lessard served in the U.S. Navy from 1941 to 1945. He retired in December 1984.

### WILLIAM V. NUGENT



Pensioner William V. Nugent, 93, passed away April 29. Born in Michigan, he joined the union in 1953 in the port of Frankfort, Ky. He sailed in the engine department. Brother Nugent began receiving his pension in July 1966.

### DANIEL PELKY



Daniel Pelky, 51, died May 5. A native of Michigan, he began sailing with the SIU in 1989 in the port of Algonac, Mich. Brother Pelky sailed in the engine department.

## JOHN J. STARR



John J. Starr, 64, passed away June 20. Born in Baltimore, Md., he joined the union in 1971 in the port of

Duluth, Minn. Brother Starr sailed in the engine department as an FOWT and upgraded to QMED at the Lundeberg School. He served in the U.S. Navy from 1949 to 1952.

## ATLANTIC FISHERMEN

### SAMUEL PALLAZOLA

Pensioner Samuel Pallazola, 76, died June 3. Born in Gloucester, Mass., he started fishing commercially at the age of 14. Brother Pallazola served in the U.S. Army during World War II, from 1942 to 1946. He joined the Atlantic Fishermen's Union in 1946, an affiliate of the SIU, before it merged with the AGLIWD in 1981. He sailed in the deck department. Brother Pallazola retired in February 1983.

## RAILROAD MARINE

### FRANK C. TIEDEMAN

Pensioner Frank C. Tiedeman, 75, passed away June 28. A native of Patterson, N.J., he joined the Seafarers in 1963 in the port of New York. He sailed in the deck department. Brother Tiedeman served in the U.S. Army during World War II, from 1941 to 1945. He began receiving his pension June 1979.



# Lundeberg School Graduating Classes



**Trainee Lifeboat Class 526**—Graduating from trainee lifeboat class 526 are (from left, kneeling) Christopher Hanshe, James Alsobrooks, Gregory Reynolds, George Auger, (second row) Carlos Sanchez, Mark Hughey, Denise Akenson, Christopher Mattair, John Scott McMillian, Roland Moolenaar Jr., Jim Brown (instructor) and Melvin Rivera.



**Upgraders Lifeboat**—Upgrading graduates of the July 12 lifeboat class are (from left, kneeling) Ben Cusic (instructor) Terry Johnson, Clifford Blackmon, Joseph Carmine, (second row) Jesse Lee James, Cecilio Suarez, Steven Murray, Dennis Fillingim, (third row) Matthew Sandy, Santiago Martinez, Nathaniel Jennings and Roger Jackson.



**Oil Spill Containment**—Certificates of completion were received by the June 22 class of upgraders. They are (from left, seated) Joseph Williams, Delson Richardson, Scotty Greenlee, James Cedeño, Alfredo Arana, Allen Newgen, (second row) Thomas Stead, Tom Wulforst, David Wogan, Marshall Sanford, Michael Natoli, Manfred Wedell, (third row) Brett Sollee, Robert Rogers, Antoinette Strauch, Scott VanSlambrouck, Dennis Bennett and John Schmidt.



**Third Mate - Radar**—Graduating from the deck department upgrading course on July 12 are (from left), Vince Ippolito Jr., Michael McCardie, Carl Ricker Jr., Don Bridenstine Jr., Gregg Carlson, Emanuel Gazzier Jr., Jake Karaczynski (instructor) and Robert LaPointe.



**Able Bodied Seaman**—Certificates of completion were received by the June 27 class of upgraders. They are (from left, kneeling) George Galanis, Thomas Pappas, Kimberly Clark, Lloyd Bates, Roger White, Michael Jackson, (second row) Darrel Koonce, John Parker, Jeremie Riehm, Terry Vicknair, Joseph Mocerri, Christopher Kalinowski, Donald MacDonald, Jake Karaczynski (instructor), (third row) Eric Lund, Jacob Mayo, Ronald Brown, Rodney Aucoin, Francisco Harry, Patrick Vandegrift and John McClinton.



**Hydraulics**—The July 14 graduates of the hydraulics class are (from left) Gary Frazier, Michael Brown, Marcos Hill, Mark Dumas and Dan Holden (instructor).



**Introduction to Engine**—Completing the course on June 22 are (from left) Eric Malzkuhn (instructor), Michael Morrissey, Chad Vickers, Charlie Bradshaw, Daniel Lewis, Ralph Ramsey and Phillip Yeomans. Missing from the photo is John Coover.



**REMEMBER!**

Z-CARDS issued in:

**MUST BE RENEWED BY**

1939	1944	1949	1954	1959	1964	1969	1974	1979	1984	1989	1994	
1940	1945	1950	1955	1960	1965	1970	1975	1980	1985	1990	1995	
1941	1946	1951	1956	1961	1966	1971	1976	1981	1986	1991	1996	
1937	1942	1947	1952	1957	1962	1967	1972	1977	1982	1987	1992	1997
1938	1943	1948	1953	1958	1963	1968	1973	1978	1983	1988	1993	1998



## LUNDEBERG SCHOOL 1994 UPGRADING COURSE SCHEDULE

The following is the course schedule for classes beginning between late August and December 1994 at the Seafarers Harry Lundeberg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve job skills of Seafarers and to promote the American maritime industry.

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

### Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	September 9	October 21
<i>All students must take the Oil Spill Prevention and Containment class.</i>		
Bridge Management (Shiphandling)	October 21	November 4
Radar Certification	September 16 October 14	September 23 October 21
Celestial Navigation	September 9	October 21
Limited License, Part 1	September 26	October 7
Limited License, Part 2	October 10	October 21
Limited License, Part 3	October 24	November 4

### Safety Specialty Courses

Course	Check-In Date	Completion Date
Oil Spill Prevention and Containment	October 21	October 28
Lifeboatman	August 26 September 9 October 7	September 9 September 23 October 21
Basic/Advanced Fire Fighting	September 16 November 25	September 30 December 9
Sealift Operations & Maintenance	September 5	September 30

### Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	October 3	November 7

## UPGRADING APPLICATION

Name \_\_\_\_\_  
(Last) (First) (Middle)

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

Telephone \_\_\_\_\_  
(City) (State) (Zip Code)  
(Area Code) (Month/Day/Year)

Deep Sea Member  Lakes Member  Inland Waters Member

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

Social Security # \_\_\_\_\_ Book # \_\_\_\_\_

Seniority \_\_\_\_\_ Department \_\_\_\_\_

U.S. Citizen:  Yes  No Home Port \_\_\_\_\_

Endorsement(s) or License(s) now held \_\_\_\_\_

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

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

Have you attended any SHLSS upgrading courses?  Yes  No

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

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

### Steward Upgrading Courses

Course	Check-In Date	Completion Date
Assistant Cook, Cook and Baker	Contact admissions office for starting dates	
Chief Cook, Chief Steward	Contact admissions office for starting dates	

### Engine Upgrading Courses

Course	Check-In Date	Completion Date
<i>All students must take the Oil Spill Prevention and Containment class.</i>		
Refrigerant Handling - EPA (Refrigeration Tech. Certification)	September 6	September 8
Fireman/Watertender and Oiler	September 12	October 21
Pumproom Maint. & Operations	September 5	October 14
Hydraulics	October 3	November 28
Marine Electrical Maintenance	September 12	November 4
Welding	October 24	November 18

### 1994 Adult Education Schedule

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

Course	Check-In Date	Completion Date
GED Preparation	12 weeks - open-ended admission	
Adult Basic Education (ABE)	6 weeks - open-ended admission	
English as a Second Language (ESL)	6 weeks - open-ended admission	
Developmental Studies	September 5	September 9

### General Education College Courses

Session III	September 12	November 4
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### NOTICE TO SEAFARERS

In order to better meet the future needs of SIU members, the Seafarers Harry Lundeberg School of Seamanship located at the Paul Hall Center for Maritime Training and Education will be running a decreased class schedule during the months of November and December. During this time period, the school will be preparing additional classes based on new governmental regulations, upgrading present course materials and repairing and maintaining classroom equipment. Instructors also will be attending advanced courses to enhance their knowledge and skills. The full 1995 class schedule, which will be ready in late fall, will be published in the *Seafarers LOG* as soon as it is released. Members with any questions may contact the school's admission office at (301) 994-0010.

Yes  No Firefighting:  Yes  No CPR:  Yes  No

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

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

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

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

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

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

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





**1995 Scholarships Announced**  
 Seven scholarships will be awarded in 1995 to help members and their dependents further their college or university studies. See page 11 for additional information.

## Seafarer Fulfills Lifelong Racing Goal

For Dennis Fillingim, owning a race car is the fulfillment of a lifelong dream.

Because he had help in achieving that goal, when the longtime SIU member recently finished preparing his new vehicle for its first race, he made an obvious gesture of thanks.

"I checked with the union to make sure no one minded, then I put an SIU logo on the car," said the 40-year-old chief cook. "I love the union, and without the SIU, there's no way I could have earned the money to buy a car like this one."

Fillingim recently purchased a 1993 Chevrolet Beretta, manufactured in Michigan by Howe Racing. Relying on a lifetime of experience, he spent an estimated 500 hours building the engine (a 391 cubic inch V-8 that has been modified from a 350) for the car—a crucial step, from a financial aspect. "Here again, without building the engine myself, there's no way I could have afforded it."

He runs the vehicle in the "open-modified" division, which, as the name suggests, differs from stock-car racing because the automobiles are enhanced by mechanics. Most of the tracks are a half-mile long, with asphalt or dirt surfaces.

### Racing in Fla.

"Right now I'm running the car once a week in Pensacola, Florida, and I'm getting ready to go national," said Fillingim, who joined the Seafarers in 1969 in his native Mobile, Ala. and who still sails from that port.

He added that competing in bigger races throughout the U.S. is not a goal that is based on potential monetary winnings. "You can race your whole life and never make big money," said Fillingim, who has upgraded several times at the Paul Hall Center and who most recently sailed aboard the *MV*

*Ranger*. "This is strictly for love. In fact, there's a lot of [financial] risk involved. I've seen people sink everything they own into a race car and then lose it all."

Operating a race car on any level is not cheap. Fuel (a mixture of nitromethane, methane and alcohol) can cost as much as \$30 per gallon, and Fillingim's vehicle only gets about three miles to the gallon. There are entry fees for each race, and there's no such thing as insurance for these vehicles, Fillingim pointed out.

Sponsorship and winnings are the most common methods of offsetting the costs. Fillingim has secured sponsorship from local businesses in Mobile—including a small restaurant that he has owned for the past five years.

### Intricate Operation

Additionally, race car operations are quite complex. There are many technical points that must be strictly monitored and adjusted when necessary. The slightest deviation can have a major impact on performance.

For example, Fillingim's car is "56 percent left-side weight," he said, meaning that the car is heavier on one side. "Everything is built to the left side of the car. Even the wheels are different sizes" because, other than when it is on a short straightaway, the vehicle is always turning to the left on the track.

Moreover, the car's weight "has a lot to do with its classification," Fillingim noted. "Mine must weigh a minimum of 2,500 pounds. Right now, with a driver and a full tank of fuel (22 gallons), it weighs 2,512 pounds."

Although he is the sole owner of the car, which can reach racing speeds in excess of 100 mph, Fillingim is assisted with the operations by a friend whose

son is the driver. When Fillingim is at sea for long periods, they handle the day-to-day tasks associated with maintaining a race car.

Of course, driver safety is a major consideration. It is addressed to such an extent that Fillingim believes most race car drivers "are safer in those cars than in street cars. The race cars have a full roll-cage (consisting of protective bars outside the vehicle) and halon fire extinguishers that fog the whole car, and the drivers wear fire suits that fully protect them for up to two minutes in a blazing fire."

### Labor of Love

With a friendly demeanor and in an unmistakably southern accent, Fillingim explained that racing, cooking and sailing all have been lifelong labors of love.

"Growing up, racing for me was like football or baseball was to other kids. I've been around it my whole life."

His interest in galley work and in the merchant marine stems from the fact that "I've been around cooking and sailors my whole life, too," Fillingim added with a laugh. "My father was a merchant mariner, and I always intended to go to sea."

He is more than satisfied with his sailing career, which included service in the Persian Gulf War. "I love the travel, meeting people and making a good living. I appreciate the fact that we have the Paul Hall Center, which is an excellent school that gives SIU members a chance to have great careers."

"I don't know anything else I'd rather do, and I've had many shoreside jobs to compare it with."

Sailing also provides some excitement, such as the time two years ago when Fillingim—then sailing aboard the *Sealift Caribbean* south of Florida—helped rescue three American fisher-



Seafarer Dennis Fillingim proudly displays the SIU logo (near his right hand) on his newly acquired race car. "Anywhere I go in racing, the SIU emblem will be on my car," he states.

men whose boat was about to sink.

"That fishing boat was a death trap. They never should have sailed," Fillingim recalled. "But the rescue went smoothly. Everybody worked together and did their part."

He also likes the fact that, while on the beach, he can devote most of his attention to racing.

### Rarely Drives

Interestingly, very little of his involvement with the sport includes time behind the wheel. "I've driven in some mechanics' races, that's all. But I will say that driving is a lot like cooking, in the sense that no one cooks the same dish the same

way, even if they're cooking straight from a book, and no two people drive a car the exact same way."

With a little luck, the Seafarer hopes to expand his racetrack exploits to the national level. But he said that, regardless of whether or not his car stays local or hits the big time, he will remain proud of the SIU and thankful for the chance to work hard and earn a good living.

"It's so important to know that if you're dedicated to your sailing career and you're sensible with your earnings, you can reach your goals. I'm thankful to the SIU, and anywhere I go in racing, the SIU emblem will be on my car."



The vehicle, a '93 Chevy Beretta, can reach racing speeds greater than 100 mph. SIU member Fillingim spent hundreds of hours modifying the engine.

## Help Locate This Missing Person

The National Center for Missing and Exploited Children has asked the Seafarers International Union to assist them in locating Angela Sigrid Ramsey.

Last known to be at a motel in DeLand, Fla. on June 21, 1977 when she was

16 years old, she has not been seen or heard from since and has been considered an endangered missing person. The photo at left has been age-enhanced to show how the 32-year-old woman might appear today.

At the time of her disappearance, the blonde-haired, brown-eyed girl was 5'3" tall and weighed 115 pounds. She has a small scar on the left side of her face.

Anyone having information on the whereabouts of Angela Sigrid Ramsey should contact the National Center for Missing and Exploited Children at (800) 843-5678 or the Missing Persons Unit of the Volusia County (Fla.) Sheriff's Office at (904) 254-1535.



Angela Sigrid Ramsey as she is believed to look at age 32.