

# SEAFARERS LOG



Volume 55, Number 5

May 1993

UNITED STATES DISTRICT COURT  
FOR THE DISTRICT OF COLUMBIA

SEAFARERS INTERNATIONAL UNION OF  
NORTH AMERICA  
5201 Auth Way  
Camp Springs, Maryland 20746  
(301) 899-0675,

UNLICENSED DIVISION, DISTRICT NO. 1,  
MARINE ENGINEERS' BENEFICIAL  
ASSOCIATION/NATIONAL MARITIME  
UNION  
30 Montgomery Street, 8th Floor  
Jersey City, New Jersey 07302  
(201) 332-7070,

DISTRICT NO. 1 -- PACIFIC COAST  
DISTRICT, MARINE ENGINEERS'  
BENEFICIAL ASSOCIATION  
444 North Capitol Street, N.W.  
Suite 800  
Washington, D.C. 20001  
(202) 638-5355,

AMERICAN MARITIME OFFICERS -- DISTRICT  
NO. 2, MARINE ENGINEERS'  
BENEFICIAL ASSOCIATION  
2 West Dixie Highway  
Dania, Florida 33004  
(305) 921-2221,

INTERNATIONAL ORGANIZATION OF  
MASTERS, MATES AND PILOTS  
700 Maritime Boulevard  
Linthicum Heights, Maryland 21090  
(410) 850-8700,

v.

UNITED STATES COAST GUARD  
2100 Second Street, S.W.  
Washington, D.C. 20593

and

FEDERICO PENA  
Secretary, Department of  
Transportation  
400 Seventh Street, S.W.  
Washington, D.C. 20590,

Defendants.

## COMPLAINT FOR DECLARATORY AND INJUNCTIVE RELIEF

### INTRODUCTION

1. Congress reversed the century-plus old prohibition on the government's collecting fees for licensing United States merchant fleet masters, mates, pilots, and engineers in subtitle E of Title XI of November 5, 1990's Omnibus Budget Reconciliation Act (the "1990 Budget Act" or "OBRA 1990").
2. Thereafter, the United States Coast Guard ("Coast Guard") issued a Notice of Proposed Rulemaking

# Seamen's Unions Unite To Fight 'Work Tax'

**BULLETIN**—In a joint action, major seamen's unions have filed suit in federal court against a Coast Guard-imposed tax on seamen's documents and licenses.

The action was announced by the heads of the organizations: SIU President Michael Sacco; District No. 1 MEBA/NMU Unlicensed Division Chairman Louis Parise; District No. 1-PCD, MEBA President Gordon Ward; AMO District 2 MEBA President Raymond McKay and MM&P President Timothy Brown. Two SIUNA Pacific District presidents—Gunnar Lundberg of the SUP and Henry Disley of the MFOW—also joined the action. Page 3.

## President's Report

### Unfair Taxation of Seamen

In an effort to halt the charges the U.S. Coast Guard is now attaching to seamen's documents and licenses, the Seafarers and the four other major seamen's unions filed a lawsuit against the agency in federal district court last month. The Coast Guard put into effect on April 19 a scheme it concocted three years ago to make seamen and boatmen pay for their Coast Guard required documents and licenses.



Michael Sacco

Basically, the government is charging the men and women who earn their living working on U.S.-flag vessels a "work tax." It is not a practice in this democratic nation of ours to make a person pay for the privilege of going to work. Yet, that is exactly what seamen and boatmen have to do now because of these so-called Coast Guard user fees.

It has taken the U.S. Coast Guard two years to implement their plan to charge fees for documents and licenses. The agency first announced its intent to levy a fee in June 1991. The SIU raised immediate and strong objections; so did thousands of individual seamen. The SIU filed a lawsuit stating the fees were in reality a tax and therefore unconstitutional and, on top of that, were determined unscientifically—based on bad and inconsistent data. The judge assigned to the lawsuit would not hear the case. He said that since the so-called user fee on marine documents and licenses was just a proposal and no one had been actually hurt yet by the fee, the matter was not ready for court review. While we did not get our day in court then, I believe the lawsuit, as well as the protests lodged with the Coast Guard, had the effect of delaying the implementation of the scheme for more than a year.

Now that the government has begun to implement this work tax on seamen, we can have our day in court. The issue is so fundamental, so critical, that the major unions in maritime representing seamen have joined together in an effort to fight the work tax, including District No. 1 MEB/NMU Unlicensed Division, which represents the seamen of the former National Maritime Union seamen; and three marine officers' unions—American Maritime Officers, which is also known as District 2 Marine Engineers' Beneficial Association; District No. 1-PCD Marine Engineers' Beneficial Association and the International Organization of Masters, Mates and Pilots (MM&P).

### House Subcommittee Fights for Fairness

The House Subcommittee on Merchant Marine, chaired by Congressman William Lipinski, recently brought about an end to the unfair shipping practices of Kuwait. This nation, over which the United States launched Operation Desert Shield, had promised U.S.-flag carriers access to cargoes needed for rebuilding the nation after the Gulf war. But it had reneged on the deal, putting all the cargo on Kuwaiti ships.

Last year, Congresswoman Helen Delich Bentley demanded the Kuwaiti government stop discriminating against U.S. shipping. This year, Congressman Lipinski and the House Merchant Marine and Fisheries Committee followed up by warning the Kuwaiti government that if the situation did not change, the U.S. government could begin an investigation that could result in big fines for Kuwaiti ships if discrimination against U.S. ships was proven.

Last month, in response, Kuwait announced that up to 50 percent of the cargoes directed at rebuilding activities would be carried by U.S.-flag ships.

Congresswoman Bentley's work, the vigilance of Congressman Lipinski, the support of the members of the House Merchant Marine and Fisheries Committee and its subcommittees have meant cargo for U.S. ships and consequently jobs for American seafarers. But more importantly, their continued efforts to revitalize the American merchant marine serve the entire nation and the world. After all, a U.S.-flag fleet capable of a swift and massive sealift such as the one which took place in Desert Shield/Desert Storm, is in the nation's—and in some cases other countries'—security interests.

### New Faces at MarAd

President Bill Clinton has nominated two top flight people to key Maritime Administration posts. Retired Vice Admiral Albert Herberger, appointed to the job of MarAd administrator, brings to the job 35 years of Navy experience and 18 years of sailing in the U.S. merchant marine. The nominee for the position of MarAd deputy administrator, Joan Yim, is a professional planner with a strong background in infrastructure and government administration.

During his years as Deputy Commander-in-Chief of U.S. Transportation Command, the military's transportation logistics coordinating center, I had an opportunity to work with Vice Admiral Herberger in my capacity as president of the SIU. Noting his deep commitment to a U.S.-flag presence on the high seas, I believe this country will be well served by the new Maritime Administrator.

Certainly, both Vice Admiral Herberger and Ms. Yim have our sincerest good wishes and pledge of cooperation in the future.

### SIU Ships Spotless

Recently, I had an opportunity to visit with many Seafarers aboard SIU-contracted vessels docked in the ports of San Francisco and Oakland. The ships were spotless, well run, and gleaming—a perfect example of the SIU slogan "An SIU Ship Is a Clean Ship."

I'm proud of the job Seafarers are doing every day on U.S.-flag ships around the world. This makes me proud to represent Seafarers, the best seamen in the world.

## 1993 Paul Hall Lecture

# Gen. Cassidy Urges Speedy Action On a New U.S. Shipping Policy

The United States has been too long in bringing forth a program to provide this nation the merchant marine it requires, charged retired four-star Air Force General Duane H. Cassidy, who gave the 1993 Paul Hall Memorial Lecture.

Gen. Cassidy, who is now a senior vice president for CSX Transportation, urged the administration, Congress and the industry to work together to craft legislation for a U.S. shipping policy that will ensure a U.S.-flag fleet on the high seas. He warned, "If this call to action is not heard, if we do not do this now, if there is no bill passed in the first year of the new administration, then our government will have succeeded in doing what Hitler and the Third Reich could not do, and that is to sink the U.S. merchant marine..."

Speaking to an audience of some 150 representatives of the maritime industry, the administra-



tion, Congress and academia on April 22 in Washington, D.C., Gen. Cassidy said he was "using this forum dedicated to the most courageous labor leader in our time—Mr. Paul Hall" to issue "a call for action," a plan to "save" the American merchant marine.

### Hall's Legacy

In opening the session, Dr. Robert Friedheim, director of the Sea Grant Program of the University of Southern California's Hancock Institute for Marine Studies, said the lecture series is named for Paul Hall, the late president of the Seafarers International Union, and supported through an endowment.

Before introducing Gen. Cassidy, Herbert Brand, who serves as chairman of the Paul Hall Memorial Committee and worked closely with the late SIU president in many efforts to build the U.S. maritime fleet, reminded the audience how the endowment, which was established in 1987 at the University of Southern California, and its lecture program, got started. "This series of lectures is the result of efforts by friends and associates of Paul Hall in the maritime industry, organized labor, in government and the private sector as a means of paying continuing respect to the memory of a man whose leadership contributed so much to the industry—inspirationally and pragmatically," he said.

Brand said Paul Hall would have been "intrigued" by the 1993 lecturer. "General Cassidy's vigor, his determination, gutsiness and leadership abilities, his achievements as a manager and people person, and his



unswerving commitment to a U.S.-flag presence on the high seas would have had Paul's unqualified respect and admiration."

The general retired after 36 years in the armed forces after serving as the first commander of the then newly established, global U.S. Transportation Command of the military, Brand said. From his position as chief of the military's transport logistics arm, Gen. Cassidy "set the adrenaline flowing in the maritime industry's veins with his quick grasp of the plight of maritime and its effect on the national security. No one did more in trying to move the White House to take positive action in support of a viable merchant marine," Brand recalled.

Cassidy referred in his lecture to that period in his life when he first became acquainted with the U.S.-flag merchant fleet. "So here I was, an airman, a guy with an airlift background, put in a role that demanded a focus on sealift," he told the audience. "I wrote letters. I made speeches. I met the people who operate the ships. I met the people who built the ships. I spent time at the Harry Lundberg School of Seamanship.

"I got a crash course in the merchant marine and discovered what many people here already know: it gets in your blood. It gets in your blood because of the awesome contributions of the past and the need yet to come."

The general pointed out that the merchant marine is a vital part of the nation's defense transportation network.

"In times of national emergency, such as the recent Persian Gulf war, there is no acceptable alternative to a

powerful U.S. merchant marine with its modern, competitive ships and skilled American crews."

### Can't Count on Runaways

Cassidy discounted the argument that vessels owned by Americans but registered in nations that fly a flag of convenience like Panama, Liberia or Vanuatu could be counted on to aid the United States in a time of crisis.

"Foreign-flagged ships may mean that ownership and control are no longer in U.S. hands, and the loyalties and availability of crewmembers cannot be assured. This makes military access to these vital resources—including related intermodal systems—unpredictable.

"I spent a full career as a military man attempting to create predictability—the present situation undermines all such training and planning."

### Proposed Changes

Four years ago, while he still headed the Transportation Command, a member of the congressional committee asked Cassidy what he would like to see done to create a healthy merchant marine. The general told his audience that his words back then ring true today.

Among the changes he suggested then and now were to reform U.S. tax policies that place a heavy burden on U.S.-flag carriers compared to foreign-flag operators, eliminate regulations that increase the cost of U.S.-flag operations and work out a different approach toward subsidies.

At the conclusion of his address, Dr. Friedheim presented Cassidy with a glass etching in the likeness of Paul Hall.

**The full text of Cassidy's Paul Hall Memorial Lecture is on pages 14-15.**

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# Seamen's Unions Unite to Fight 'Work Tax'

Concerned with the impact of a work tax on American seamen, major maritime unions have joined in a fight to knock out the levy. On April 19, the unions jointly filed a lawsuit in Federal District Court aimed at having the so-called user fees on marine documents and licenses declared unconstitutional.

Joining the lawsuit filed in the U.S. District Court for the District of Columbia are the Seafarers International Union of North America, the Unlicensed Division of District No. 1 Marine Engineers' Beneficial Association/National Maritime Union, District No. 1—Pacific Coast District Marine Engineers' Beneficial Association, the American Maritime Officers District 2 MEBA and the International Organization of Masters, Mates and Pilots. Also joining in the fight are the Sailors' Union of the Pacific and the Marine

Firemen's Union, both of which are affiliated with the Seafarers.

Five individual mariners—Anthony Primeaux, William H. Mulcahy, John Paul Hoskins, James C. Oliver and Perry O. Lawrence—also are plaintiffs in the suit filed against the Coast Guard and Federico Pena, the secretary for the Department of Transportation, which oversees the Coast Guard.

## 'Discriminatory Tax'

In announcing the suit, which was filed April 15, SIU President Michael Sacco said, "This is an entirely inequitable and discriminatory tax on seamen. It puts a tax on a mariner obtaining employment."

The suit contends the work tax is unconstitutional and was calculated inaccurately by the federal agency. The basis of the action is that only Congress can pass a tax, and the legislative body cannot

delegate authority to another branch of government to devise and levy such revenue raising.

The imposition of the work tax has its origins in the 1990 Omnibus Budget Reconciliation Act. Included in the bill was a repeal of the long-standing statute that prohibited the Coast Guard from collecting fees for licenses for certain shipboard positions.

The suit points out that the Congress in the 1886 Shipping Act prohibited the government from charging for services established by the 1852 Steamboat Act, which set standards to protect life and property at sea. The then-commissioner of navigation in his accompanying 1886 report stated that these federal requirements were "for the purpose of government and not for the benefits of the shipping interest."

When Congress passed the 1990 budget act, the suit contends

the purpose for dropping the ban on fees for merchant documents was to "increase revenue to further reduce the budget deficit."

## Imprecise Data Used

The plaintiffs stated that the Coast Guard used inaccurate information to establish the fee levels. To back up the charge, the suit noted the commanding officer of the agency's New York Marine Inspection Office complained that he had only one week to respond to a headquarters request for the amount of time used by Coast Guard personnel to process merchant mariner documents and licenses. The officer wrote that "those times and percentages noted are not an accurate account concerning activity at this... center."

Another flaw in determining the scale for documents and licenses, according to the suit, was the Coast Guard's use of the annual pay of "an average" merchant mariner.

## Job Differences Ignored

However, the federal agency failed to consider the different pay scales, shipping seasons and nature of employment among the various deep sea mariners and inland boatmen. The lawsuit stated, "Based on these salary projections, the Coast Guard concluded merchant seamen could afford the licensing and documenting fees, arguing that 'on an annualized basis, user fee costs to the average employed seaman should represent significantly less than one day's wages.'"

Not factored into these costs was the fact that merchant mariners continuously upgrade and test based on their increased experience and training. "It is through the endorsement process that these individuals augment their training and responsibilities for activities such as firefighting, lifeboat duties and radar operations," the suit added.

The plaintiffs have asked the federal court to declare the user fees an unconstitutional imposition of a tax and seek an injunction against the implementation of the rules requiring collection of such fees.

## Cost Ranges

The Coast Guard announced on March 19 in the *Federal Register* its final rule on the work tax. Costs, which the federal agency did start collecting on April 19, range from \$35 for a duplicate z-card, license or certificate of registry to \$272 for an upper level license.

The Transportation Department agency said it would collect fees for issuance, examination and evaluation purposes. For a Seafarer seeking to upgrade from ordinary seaman to able bodied seaman, the cost would be \$135—\$60 for an evaluation fee, \$40 for an examination fee and \$35 for a new, updated z-card.

Noting the costs being charged to maritime officers by the federal agency, AMO District 2 MEBA President Ray McKay stated, "The U.S. Coast Guard's license fees will discourage professional advancement in an essential industry and aggravate the growing shortage of qualified licensed labor U.S. defense planners must call on for sealift service in national security emergencies. What civilian American seafarers need are more jobs, not more burdens."

Supporting McKay's comments against the imposition of the fees on the members of his union as well as all merchant mariners was Gordon Ward, president of District No. 1-PCD, MEBA. "It's kind of cynical to stick our people with this bill when Congress already caved in to political pressure on recreational boating user fees," Ward

Continued on page 6

# World's Giant Grain Exporters Attempt to Scuttle Carriage On U.S. Ships of Food Aid Cargo

Once again, the giant grain exporters are seeking to scuttle the law of the land that requires a certain portion of U.S. government-aid cargoes to be carried on American-flag ships, a program known as cargo preference.

Not satisfied with their profit-swollen, U.S.-government subsidized grain sales, the giant agricultural commodity dealers and their allies in Congress have launched a vitriolic attack on U.S. shipping. Their current platform is the U.S.-government aid program to Russia.

The \$1.6 billion U.S. aid package to Russia was presented by President Bill Clinton to Russian President Boris Yeltsin during an April 3-4 weekend summit in Vancouver, British Columbia. It allocated \$700 million of grain and agricultural products credits, \$194 million of new direct food aid (which brings the total direct food assistance to \$425 million in the current fiscal year), \$215 million for dismantling the Russian nuclear arsenal and \$50 million for a joint Russian-American enterprise fund to help establish business opportunities for American and Russian entrepreneurs, among other items.

The \$700 million of grain and food credits come from the U.S. government's Food for Progress program. The terms of payment in this program are extremely easy and favorable—3 percent interest rates, extended repayment plans and a six-to-seven-year grace period for payments. The U.S. government in this program and in any of its grain and food export policies ensures that the agricultural products commodity dealers are paid, and paid at subsidized, often inflated prices. The risk of nonpayment is borne by the U.S. government.

In other Russian aid measures of the Clinton administration, an AP wire story reported the governments of the two nations are close to securing \$2 billion through the Export-Import Bank to help the Russians purchase of American oil and gas equipment

and services. Another government agency has put forward \$150 million in financing for a Conoco oil project in Russia.

On April 5, AP reported that President Clinton said the Russian people would yield "immediate and tangible results" from the \$1.6 billion aid package, and that it would benefit Americans as well. "The package includes direct grants and credits for the purchase of food and other goods," the wire story said.

That U.S. businesses and citizens would benefit from the aid package is evident from the list of programs proposed by the Clinton administration. American farmers, giant grain dealers, American oil and gas companies, and other American businesses stand to receive a share of the government's largesse.

This fact did not stop the spokesman of the giant grain dealers from an attempt to have the U.S.-government supported, U.S. grown grain shipped on foreign-flag ships.

On April 6, in an AP wire story, Steve McCoy, president of the North American Export Grain Association, launched an attack on the U.S.-shipping component of the aid program.

McCoy's North American Export Grain Association (NAEGA) is the front organization for the world's largest grain traders, including many foreign companies and many enterprises with their own foreign-flag shipping operations.

Among NAEGA's members are Mitsubishi International Corp., Mitsui Grain Corp., C. Itoh & Co., Zen-Noh Unico American Corp. (all of which are Japanese-owned companies), Ferruzzi USA, Central Soya Corp., Italgri USA (three companies with Italian ownership), Elders Grain (Australian), Garnac (Switzerland-based ownership), Cargill, Inc., Continental Grain, ConAgra Grain Corp., among others.

Following NAEGA's comments, certain congressmen

began suggesting that the U.S. government should allow the U.S. food aid cargoes to be carried on foreign-flag ships. Rep. Bill Barrett (R-Neb.), for example, has introduced three bills that would waive cargo preference rules that apply to the Russian aid package.

As the *LOG* was going to press on April 30, the *Journal of Commerce* reported the Clinton administration had announced there would be no presidential waiver of cargo preference requirements on upcoming food aid shipments stemming from the \$700 million grain and food aid package.

# Herberger Named to Head MarAd Joan Yim Appointed Deputy Administrator

Retired Vice Admiral Albert Herberger, a career Navy man who began his life at sea as a merchant mariner, has been selected by President Bill Clinton to be the next head of the U.S. Maritime Administration (MarAd).



Albert Herberger

Announced at the same time to serve as the deputy administrator is Joan Yim, a supervising planner at a Honolulu construction firm who also has experience in policy analysis, community planning and government affairs.

SIU President Michael Sacco praised the selection of Herberger to head MarAd. "President Clinton would be hard pressed to find another leading candidate who would be as skilled and qualified as Admiral Herberger," Sacco said.

The SIU president noted he has worked with the nominee when Herberger served on the U.S. Transportation Command and is "looking forward to working with him again."

Herberger is a graduate of the U.S. Merchant Marine Academy in Kings Point, N.Y. He sailed aboard merchant vessels before joining the Navy in 1958.

During his career in the military service, Herberger accumulated more than 17 years of executive experience involving all aspects of managing manpower resources including recruiting, training, education, distribution and logistics. The last position he held before retiring from active duty in April 1990 was deputy commander-in-chief of the U.S. Transportation Command. In that post, he was responsible for developing and implementing a strategy to promote government and civil sector support for improvements in all modes of national transportation.

In August 1990, the Albany, N.Y. native became vice president for maritime affairs at the International Planning and Analysis Center of Arlington, Va. He has served as the vice chairman of the sealift committee for the National Defense Transportation Association. His interest in maritime since the Navy also included being a member of the Navy League of the United States Merchant Marine Affairs Committee and the Society of Navy

League Architects and Marine Engineers Sealift Panel.

Yim brings more than 17 years of community-based planning, policy analysis, project design and management, inter-agency coordination and government affairs to the position of deputy administrator.

From 1975 to 1992, she worked with the Hawaii Office of State Planning as a planner on issues relating to natural resource and coastal zone management and public infrastructure financing, among other issues.

In her present job, she is a supervising planner with the Honolulu firm of Parsons Brinckerhoff Quade and Douglas. She holds a bachelor's degree from Connecticut College and pursued graduate studies at the University of Hawaii.

The Senate Commerce, Science and Transportation Committee is expected to hold its confirmation hearings for both Herberger and Yim by summer.



Joan Yim

## Union Seeks U.S. Commitment To Independent Fishermen In Magnuson Reauthorization

The SIU is urging Congress to retool the national law that covers the conservation and management of U.S. fisheries resources, known as the Magnuson Act, during hearings being held to reauthorize the legislation for another five years.

Speaking April 21 before the House Fisheries Management Subcommittee, Jessica Smith, SIU director of communications, told the panel that "the fruits of the Magnuson Act have turned sour.

"There is widespread disillusionment with the role of the government in the process of fisheries management. There is a feeling that the National Marine Fisheries Service and the Regional Fishery Management Councils are in the business of driving fishermen out of business."

Smith, who was joined at the congressional hearing by SIU-member commercial fishermen and fish-canning workers from New Jersey, Washington and Alaska, explained that the way the system now works "the big winners of the management process are huge vertically integrated corporations with deep enough pockets to withstand the myriad requirements of various federal, state and local regulations."

### Support for Family Fishermen

Among the many recommendations for changes in the act offered by the union was one calling for support of family fishermen.

"The independent fisherman, the small boat owner/operator, those who have passed on a fishing tradition from one generation to another, are an invaluable part of the fisheries system," Smith said. "These fishermen and their families also are an integral part of our coastal communities—from Maine to Alaska. They represent what America is supposed to be about—the ability to earn a livelihood which affords a home and a college education for the children."

### Jobs in Community

The union listed the number of businesses that are affected within an average small coastal community served by approximately 40 fishing vessels that employ around 160 fishermen.



SIU Director of Communications Jessica Smith testifies family fishermen are integral part of community.

These boats would generate work for trucking companies, docks, welding shops, engine repair facilities, electronic goods and repair shops, grocery stores and marine supply stores, not to mention the docks and boatyards. In a town like New Bedford, Mass., home to the largest per catch fishing port in the continental U.S., the number of jobs within the community created by the fishing fleet grows exponentially.

While pointing out that decisions made by the Regional Fishery Management Councils are driving small-scale fishermen out of business in favor of large fleet operators, the SIU pointed out that inclusion of support for family fishermen in the Magnuson Act would acknowledge "that smaller operators have a lifelong and generation-spanning commitment to fishing which makes them intrinsically the best conservators of the resource and the environment. These fishermen have a stake in not depleting any resource as their livelihoods and those of their children depend on the continued presence of stocks."

As the House of Representatives looks into the act reauthorization, the SIU said "it is in the best interest of Congress to change the way the fisheries are managed," Smith stated the councils move too slowly and make decisions without the input of those affected by their plans. One way to improve the situation would be "to increase the number of active fishermen on the councils," Smith testified.

The SIU urged Congress to look into ways of helping small operators and family fishermen

cover the costs of new equipment for safety or conservation created by changes in rules and regulations.

"As it stands, those in the commercial fishing sector are taxed twice by these policies," Smith said. "First, they must finance these expensive changes themselves, and, second, they lose either through decreasing volumes of fish or increased time at sea in pursuit of this catch."

Another change proposed by the SIU was the National Marine Fisheries Service get out of the business of enforcing its own rules and regulations. The union stated agencies like the Coast Guard and local marine police are available for such a role. The rationale for such a change would be to create a consensus and increase cooperation among commercial fishermen, sport fishermen and environmentalists.

The union also proposed giving the councils a role in protecting the fisheries habitat.

### Hearings Nationwide

Representative Thomas Manton (D-N.Y.), chairman of the subcommittee, announced more hearings would be held around the country to gain the input of fishermen so they would not have to lose time at sea traveling to meetings.

Authorization of the Magnuson Act expires September 30. The law, which was passed in 1976, is named after the late senator from Washington, Warren Magnuson, a champion of the U.S. maritime industry. It was designed to phase out foreign-flag fishing along the U.S. coasts and to create the 200-mile fisheries conservation zone adjacent to the coastline.

According to congressional sources, foreign-flag vessels accounted for 71 percent of the total catch in the 200-mile zone in 1977. By 1991, the percentage was down to 0.2 percent.

The act created eight councils responsible for allocating resources among various and often competing users. The regions include New England, Mid-Atlantic, South Atlantic, Gulf of Mexico, Caribbean, Pacific, North Pacific and Western Pacific. The councils include U.S. territories as well as states,



Katherine Thomas, president of the Alaska Fishermen's Union, meets with Rep. Dan Hamburg (D-Calif.), a subcommittee member.



Discussing the Magnuson Act with a subcommittee member are New Jersey-based fishermen Jim Lovgren (left) and John Cole (center).

## Panel's Vigilance Opens Kuwait to U.S.-Flag Ships

Beginning immediately, up to 50 percent of the materials needed to aid in Kuwait's rebuilding efforts will be carried to that country aboard U.S.-flag vessels, thanks to the efforts of the House Merchant Marine Subcommittee.

Shortly after being named subcommittee chairman last December, Representative William Lipinski (D-Ill.) began looking into the fact that Kuwait was shutting out U.S.-flag shipping from delivering cargo to the war-ravaged nation. This was happening despite the fact Kuwait had promised to include U.S. companies in the rebuilding process as a thank-you for America's effort in expelling Iraqi troops from the Persian Gulf nation more than two years ago.

### Arab Shipping Given Rights

Immediately after its government was re-established, Kuwait gave the right of first refusal to deliver goods to the United Arab Shipping Company. More than \$2.25 billion worth of cargo was shipped from the U.S. to Kuwait between February 1991 (when the war ended) and September 1992.

In a letter dated March 2 to Dr. Mohammed Al-Sabah, the Kuwaiti ambassador to the U.S., Lipinski wrote on behalf of the subcommittee: "From the evidence before us, it appears that very little, if any, of the cargo shipped to Kuwait from the United States has moved on U.S.-flag vessels. This is particularly disturbing in that it is

these same vessel operators and merchant mariners who assisted our governments in the sealift effort which preceded the liberation of Kuwait."

### Actions Sought for Years

Lipinski's letter pointed out that the matter had been brought to the attention of the Kuwaiti government several times during the last two years. "We are now convinced that the responses were apparently nothing more than an effort to delay corrective action until all of the project cargoes had moved," the congressman noted.

The letter, which was signed by 12 other representatives including Gerry Studds (D-Mass.) who chairs the parent House Merchant Marine and Fisheries Committee, warned the Kuwaiti government that an investigation by the Federal Maritime Commission of such discriminatory acts would be sought unless the situation was corrected.

"It is with deep regret that your government's actions to exclude our carriers from participation in this commercial market have caused us to seek this type redress, however we sincerely believe this matter has gone unresolved far too long," Lipinski wrote in closing.

On April 21, the government of Kuwait announced U.S.-flag vessels would be permitted to carry Kuwaiti government-impelled cargo to the nation's rebuilding effort.

## Howe Joins Government Affairs Staff

The Seafarers International Union has named Allyn L. Howe as a legislative representative for the union's Political Action and Government Relations Department.

Howe, who has extensive experience working on Capitol Hill, primarily will track maritime legislation and activity in the U.S. House of Representatives, according to Terry Turner, director of the department.

Prior to coming to the Seafarers, Howe served as the director of government affairs for the National Lumber and Building Material Dealers Association

in Washington. In that post, he organized a national network of volunteers into political teams, and represented the organization before Congress.

His background also includes work with three trade unions. From 1979 to 1986, Howe served as an international union representative for the American Federation of State, County and Municipal Employees. During

the next three years, he was a legislative representative with the American Federation of Government Employees. From 1989 to 1991, he was associate director for legislative and political affairs with the United Brotherhood of Carpenters.

A graduate of Concord (W.Va.) College, Howe holds a master's degree from West Virginia University. After college, he was an English teacher in Howard County, Md. where he headed the Howard County Education Association legislative and political action committee.



Allyn Howe

# UIW Sets Organizing as Goal for 1990s

Organizing new members, enacting a national health care program, re-establishing the word "fair" in the nation's labor laws and insisting on a truly fair international trade agreement were among the key issues addressed last month at the United Industrial Workers' (UIW) ninth quadrennial convention.

The UIW, an autonomous affiliate of the Seafarers International Union of North America, represents workers employed in the manufacturing, service and government sectors.

Delegates to the convention, which took place April 19-21 at the Paul Hall Center for Maritime Training and Education, also elected new officers and voted to restructure the union in order to better serve the membership. The delegates also approved a merger with the 1,500-member Alaska Fishermen's Union.

## Planning for the Future

In giving their respective reports to the convention, UIW officials emphasized the importance of organizing. UIW National Director Steve Edney cited the vast potential for recruiting new members and added, "The future belongs to those people who plan for it and who fight for it. We can win if we stick together and if we dedicate ourselves to organizing."

Bill Dobbins, vice president of the union's Great Lakes region, stated that organizing new members must be a focal point not only for the UIW, but also for all of organized labor.

Officials and delegates alike concurred that the UIW will redouble its efforts to organize.

Regarding a bill to ban the practice of allowing scabs to take away the jobs of workers who have gone on strike, Rep. Steny Hoyer (D-Md.), one of the guest speakers, said he is certain the House of Representatives this year once again will enact a "Workplace Fairness" bill. The House passed such legislation twice last year, but the bill fizzled in the Senate. President Bush had vowed to veto the measure if it reached his desk; however, President Clinton has stated he will sign the bill if given the chance.

## 'Important to a Free Society'

Hoyer, who as chairman of the House Democratic Caucus is the fourth highest ranking Democrat in the body, called the right to strike "the only real bargaining leverage the trade union movement has. If we take that away, we have undermined what is at the basis of free society." He added that enactment of the Workplace Fairness bill is essential "if in fact in America we believe in a free trade union movement."

SIU President Michael Sacco, who was re-elected as president of the UIW, said, "An effective right to strike—not even an actual strike—is an important tool in raising the standard of living for millions of working Americans."

Joseph Sacco, who won re-election as vice president of the UIW's Gulf Coast Region, spoke out against the proposed North American Free Trade Agreement (NAFTA)—a pact between the United States, Canada and Mexico which will be debated by policy makers in Washington within the next few months. "NAFTA is not a free trade agreement, but rather a thinly veiled



Delegates and guests pack the Paul Hall Center auditorium on the first day of the convention.

vehicle to transport American factories south of the border," he said.

"The last 10 years offer us a glimpse of what NAFTA really means to the American worker. Since the onset of the Reagan free trade era, American factories transferred one million jobs to Mexican-based maquiladora plants. Conservative estimates suggest that NAFTA would result in the additional loss of half a million more jobs in this country.

"Who benefited from this

massive relocation? Not American workers, who have been forced to settle for low-paying, part-time, unskilled employment due to the closing of factories here in the United States. Not the Mexican workers who labor at American-owned Mexican production plants without health benefits for wages that are barely over a dollar an hour."

## Call for Health Care

Almost every speaker addressed the issue of the runaway cost of health care. The UIW

summarized its position in a resolution calling for national health care reform that "requires all employers to contribute fairly to the cost of care; and establishes a public program for all those not in the workforce—including retirees, the unemployed and workers on strike."

The resolution further called for a cap on the annual rate of increases in health care spending, and creation of a national independent commission of consumers, labor, business, government and health care providers to administer the system.

## Regional Divisions Established

In other news from the convention:

- Delegates voted to adopt a new constitution which replaces locals with regional divisions. This move is designed to give greater flexibility to the members, make it easier for them to communicate with their regional representatives and allow more input from shop stewards.

- Officials and delegates congratulated the rank-and-file membership for its successful efforts to save the *Queen Mary* hotel and restaurants, which employ 1,200 UIW members. Through a grassroots campaign that included packing city council meet-

ings, collecting signatures on petitions, demonstrating, lobbying and other activities, UIW members prevented the relocation of the famed liner. A grand re-opening of the *Queen Mary* is scheduled for June.

- Maritime Trades Department Administrator Frank Pecquex and AFL-CIO Legislative Representative Calvin Johnson addressed the convention about various legislative happenings on Capitol Hill.

- Delegates elected national and regional officers.



Rep. Steny Hoyer (D-Md.) calls for passage of striker replacement bill.

## Lundeberg School Fine Tunes Hazmat Training

The Paul Hall Center for Maritime Training and Education recently expanded its hazardous materials (hazmat) curriculum for Seafarers to include more thorough training of safety, spill prevention and containment and chemical precautions necessary to work aboard a vessel.

Last month, 10 students became the first to complete the Seafarers Harry Lundeberg School of Seamanship's new 40-hour health and safety course covering Hazardous Waste and Emergency Response (HAZWOPER). This detailed course is one of many hazmat classes available at the SIU training facility in Piney Point, Md. It was implemented in consideration of the industry's continued strong emphasis on oil-spill and hazmat training.

Other hazmat courses taught at the school—all of which meet or exceed Coast Guard and Occupational Safety and Health Administration (OSHA) standards—include: 40-hour Oil Spill Emergency Containment and Cleanup; 24-hour Health and Safety for Hazardous Waste Operations and Emergency Response; 16-hour Benzene Safety; and 8-hour Health and Safety/"First Responder."

"It is our goal to ensure that SIU members are properly

trained to respond to an oil or hazardous materials spill in a safe, professional and efficient manner, whether on board the vessel or shoreside," said Lundeberg School Instructor Jim Shaffer, who along with K.C. Taylor, teaches the various hazmat courses.

## Thorough Training

The 40-hour HAZWOPER course features intensive hands-on training as well as written exams. Topics include legal overviews of OSHA and Coast Guard regulations; basic chemistry of hazardous materials; use and care of different safety and breathing equipment; emergency first aid; sampling techniques; emergency response plans; decontamination; and many other subjects.

(As of February 19, 1993, any vessel handling, storing, transporting or lightering oil in U.S. navigable waters must submit a response plan to the Coast Guard. The plan must address notification procedures, spill mitigation procedures, shore-based response activities and list of contacts, among other things. As of August 19, any such vessel not operating under a plan may not transport or handle oil in U.S. waters.)

Persons completing this course should be able to identify the hazardous material, monitor

the danger level, select and use the appropriate safety gear (such as boots, gloves and protective suits), contain the spill (whether the hazardous material is only on board the vessel or also is in the water), identify the solution needed for decontamination of the equipment, and decontaminate the equipment. The hazardous material may be any one or more of thousands. "You name it, if it's in the federal regulations, we cover it," noted Shaffer.

The first group to complete the course included Seafarers John Thompson and Michael Presser, along with eight industry reps who are members of a group called the Spill Cooperative of the Upper Tidewater.

## Other Courses Available

Similarly, the Oil Spill Emergency Containment and Cleanup course—first offered at Piney Point in 1989—consists of classroom, laboratory and on-site training. Students receive instruction in spill containment booms and boom towing configurations and anchoring operations. The course also covers selection of sorbents, suction equipment and skimmers and their proper use. Also included is an extensive section on benzene.

While certain parts of these courses (such as basic toxicology) are rigid, Lundeberg School instructors vary the hands-on training "depending on the types of vessels the students sail on, or the ports they work from and the types of ships there," Shaffer explained.

Persons completing the 40-hour HAZWOPER or oil spill containment courses are certified as specialists, while those who finish the 24-hour HAZWOPER training are considered "hazmat technicians," Shaffer reported. They should be able to handle the initial responses to a hazmat spill.

That course, along with the 16- and 8-hour courses, have been

available for several years. The two shorter courses primarily cover identification of hazardous materials, use of protective gear and procedures for contacting emergency response personnel.

Hundreds of Seafarers have completed all but the 40-hour HAZWOPER course, with the majority taking the 40-hour oil spill course or the 24-hour HAZWOPER training.



Oil Spill Emergency Containment and Cleanup is one of several hazardous materials courses taught at the Lundeberg School.

While much of the training is complex, Shaffer said he has yet to find a student who has not enjoyed it. "The courses are challenging, but they also are interesting."

Additionally, the Lundeberg School now is offering a 48-hour Incident Command course. Shaffer said that several SIU-contracted companies have expressed interest in this training, which will instruct students on how to coordinate and run a hazmat containment and cleanup. "We haven't taught this course yet, but we're ready to go right now," Shaffer said.



The 40-hour hazardous materials curriculum includes hands-on training as well as classroom lectures.

## District No. 1 Pays Back SIU Loan

The fight for autonomy and independence of the marine engineers of District No. 1-PCD MEBA has been successful, as evident by the organization's ability to pay off a loan from the SIU ahead of schedule.

The temporary loan for up to \$500,000, which was authorized by the SIU membership at the February 1, 1992 membership meetings, was extended to District No. 1 after its members, on January 15, 1992 voted to restore their union to its original independent structure which had existed prior to a 1988 merger with another maritime union, the NMU.

The action to reinstate the marine engineers' original union had its roots in their frustration over the way in which the merged

structure—District No. 1 MEBA/NMU—had been used to block the elected officers of the marine engineers and to take away the democratic rights of the MEBA members.

The MEBA membership, in a late-1990 election for officers of their organization, had elected a group of reform-minded rank-and-file candidates—among them Gordon M. Ward for the top post. Gene DeFries, the head of the organization at that time, refused to relinquish power to the newly elected candidates. DeFries and his group manipulated the union's post-merger structure to ensure their continued hold on the organization and to undermine the Ward officers elected by the MEBA rank-and-file.

The District No. 1 membership, frustrated by more than a year of DeFries' tactics, voted in that January 1992 meeting to restore their structure to that which had existed before the merger. The move resulted in the marine engineers' ability to collect their own dues and manage their own affairs.

The loan from the SIU was used by District No. 1 for operating costs until the union had built up its own treasury.

The pay off of the SIU loan, as well as the early retirement of DeFries and District No. 1's reinstatement in their Washington, D.C. office, are among the indications that the marine engineers once again have their autonomy and independence.



District No. 1-PCD MEBA President Gordon Ward presents SIU President Michael Sacco with the last check for the loan payment

## UMWA in Fight for Job Security, AFL-CIO Unions Rally in Support

Seafarers were among the hundreds of trade unionists who descended on downtown St. Louis on April 24 to show their support for members of the United Mine Workers (UMWA) in their ongoing negotiations with the Bituminous Coal Operators' Association (BCOA).

The rally was held in the hometown of the Peabody Holding Company, the nation's largest coal producer. Mine Workers had conducted a one-month strike against the company during February after the union charged the BCOA, of which Peabody is a member, was not negotiating in good faith. The strike was called off a day after the UMWA expanded the walkout to five other BCOA members and the coal companies agreed to a 60-day contract extension.

### 'You Take Us On'

Among the speakers at the St. Louis rally was SIU President Michael Sacco, who told the Mine Workers and others in attendance, "When you take on the United Mine Workers, you take on the entire trade union movement! You take us on and you take on our allies!"

Sacco pointed out that coal mined by UMWA members travels by rail, barge and ships to reach plants that produce a variety of construction and consumer products.

"In every one of these industries, you will find union workers," Sacco stated. "The fight for the jobs of the Mine Workers is a fight for the jobs of every union worker!"



Members of the United Chauffeurs, an SIU affiliate, show their support for the Mine Workers. From the left are James Matthews, Robert Scales, James Johnson and Alonzo Myers.

Peabody is a subsidiary of a London-based corporation known as Hanson PLC that reported more than \$1.6 billion in profits last year. "Peabody itself had profits of \$245 million and it claims it can't afford decent wages for its miners," Sacco told the trade unionists. "That kind of attitude has got to go!"

### 'Times Have Changed'

"If Peabody and the other coal companies of that association want to take a crack at old-fashioned union busting and old-fashioned exploitation of workers, then it is the job of every trade unionist in America to show these companies that times have changed!"

"Whatever it takes, this trade union movement of the United

States and its rank-and-file members are prepared to change corporate attitudes toward working people!"

Among the issues being sought by the UMWA is job security. While companies are opening new mines by creating non-union entities, union-contracted mines have an average remaining productivity of seven years. The Mine Workers have been seeking from the members of the BCOA a list of mines within their corporate structure that have been opened as non-union. During negotiations, which began in August 1992, the coal companies presented the UMWA with three different membership lists.

## Seamen's Unions Join Forces In Suit Against 'Work Tax'

Continued from page 3

said.

"It is bad enough that current laws allow U.S. shipping companies to register their vessels in foreign ports to circumvent existing tax laws, while employing foreign seamen who add nothing to the tax rolls," added District No. 1 MEBA/NMU Unlicensed Division Chairman Louis Parise. "Instead of imposing this workers' tax on U.S. merchant seamen, the Coast Guard should enforce the Jones Act to its fullest extent, prohibiting these ships from doing business in U.S. ports while avoiding payment of U.S. taxes."

Timothy Brown, president of International Organization of Masters, Mates and Pilots noted it is not in the public's interest for the Coast Guard to make licensing and documenting of mariners more difficult. "It is not in the public interest to further weaken the American merchant marine by decreasing the number of trained mariners ready and willing to serve the economic and military needs of the United States, or to make it more expensive for American ships to operate as such fees are passed on to employers, shippers and consumers."

When the Coast Guard first announced the idea of a user fee in 1991, the SIU filed a lawsuit against the agency and its parent department to prevent its implementation. A federal court ruled the suit could not be heard because no one had been adversely affected by the proposal.

### Majority Opposed

In the meantime, mariners wrote letters and signed petitions to the Coast Guard and members of Congress to announce their opposition to the work tax. Because of the uproar created, the federal agency opened two comment periods to handle all the correspondence. More than 3,000 letters and 15 petitions with 1,600 signatures were received. A vast majority opposed the plan.

Shortly after the House Coast Guard Subcommittee held a hearing on the matter in February 1992, the subcommittee chairman—Representative W.J. "Billy" Tauzin (D-La.)—offered a bill to repeal the work tax. It was approved unanimously by the subcommittee but Congress adjourned before further action could be taken.

The idea of placing a tax on merchant documents and licenses first was raised during the Reagan administration in the mid-1980s.

## Aquarius Crew Honored



Crewmembers from the LNG *Aquarius* recently were honored by the Women's Propeller Club in New Jersey for their part in a 1991 rescue of 17 Filipinos 50 miles off the east coast of Taiwan. SIU Vice President Atlantic Coast Jack Caffey represented the Seafarers at the Women's Propeller Club luncheon on April 14 and accepted on behalf of the unlicensed crew a heroism award. The *Aquarius* coordinated the rescue at night and in 40-plus knot winds and 8- to 10-meter seas with three other vessels. The LNG ship, operated by Energy Transportation Corporation (ETC), saved six of the crewmembers from the Panamanian-registered MV *Marine Future* after they had abandoned ship.



White-capped Seafarers join members of the United Mine Workers and other trade unionists to tell giant coal company Peabody the time of corporate greed at the expense of workers has ended.

# Captain Praises OMI Leader Crew for Securing Tanker

The tremendous winter storm that wreaked havoc on the eastern half of the United States March 12-14 also brought out the finest in seafaring skills among the SIU members sailing aboard the *OMI Leader*.

On the evening of March 13, the tanker was bound for Boston loaded with #6 fuel oil as it navigated through the storm. Weather alerts warned the storm was "potentially dangerous and life threatening" with hurricane force winds, high seas and heavy

snow and rain. The ship was 120 miles southeast of Montauk Point, N.Y. when it was engulfed by a gigantic wave shortly after 8 p.m.

"I was on the bridge talking with the captain," recalled Bosun Clyde Smith. "We had no indication from the sea of what was about to happen. The wave went right over the flying bridge."

A sheet of water estimated at more than 70 feet high slammed the forward starboard side of the superstructure. Smith stated

water was everywhere, including in the wheelhouse. "It almost knocked out all the bridge windows," he added.

Captain Steven Fox ordered a course change to get the *Leader* out of the wind so a deck crew could survey the damage and make any needed repairs.

Smith led a crew that included ABs Roy Blankenship, Eugene Finley and Timothy Olvany onto the deck in the foul weather. The damage report included the galley and first engineer's room

portholes blown in, a deck starboard ladder gone and the starboard fire hoses missing.

The report from the engine room noted a potentially serious situation as the deck pumproom door was knocked open and the pumproom ventilators were swept off the vessel, creating two three-foot openings on the deck. Because the ship still was within the storm, the possibility of flooding existed.

Smith's deck crew joined QMED/Pumpman James McDaniel, Chief Mate Dana Haff and Chief Engineer Longin Tybur to secure all the openings created by the massive wave. In a letter dated March 18 and sent to the OMI Corporation, Captain Fox praised the efforts of the crewmembers to secure the ship.

"These men exposed themselves to personal danger when they

went on deck during the storm to secure all pumproom openings," Fox wrote. "They worked as a team and showed a high degree of professionalism, spending minimal time to accomplish their task."

"I am convinced that without their actions the damage to the vessel would have been much greater on the night of March 13," he concluded.

The *Leader* arrived in Boston the following day and began offloading.

Smith told a reporter for the *Seafarers LOG* that storm was not the worst weather he had seen in his 42 years of sailing. "I've been in sustained storms with rough seas for days up to a week," he remembered. "The waves would crash over the whole ship, but those were older, smaller vessels. This was only the one wave, but it was enough."

# Tugs, Barges, Riverboats Affected By Flooding on Upper Mississippi

Rising waters on the Mississippi River and its tributaries are affecting everything on the waterway from tugs and barges to passenger riverboats to gambling boats.

"The *Alton Belle* has not been able to sail for several days," noted Alton (Ill.) Port Employee Patti Rogers. "The river width has increased by 700 to 800 feet and our members have placed sandbags all around the barge and landing areas so guests are able to park their cars and come aboard to gamble."

While the town upstream from Alton was under water on April 23, Rogers said massive pumps were being used to keep the Mississippi from flowing over the sandbags in the low-lying area around the *Alton Belle*.

Further south on the river, flooding in downtown St. Louis prevented the SIU-crewed *Mississippi Queen* from docking in the Missouri city on April 24. A spokesperson for the Delta Queen Steamboat Company said provisions were made to land at St. Genevieve, about 50 miles



*Alton Belle* maintenance crewmembers Dan Griggs (center) and Brad Jones (right) check the sandbags and pumps while Deckhand John Mills prepares to greet passengers.

downstream. The company was watching weather conditions upstream before determining whether the riverboat would attempt a scheduled docking in St. Louis before the end of April.

The company's other vessel,

the *Delta Queen*, has not had to alter its schedule as of press time due to river conditions. The paddlewheeler was sailing from Memphis to Cincinnati.

Meanwhile, five SIU-crewed tug/barges operated by Orgulf are hung up in the upper Mississippi River because seven locks have been closed due to high water and flooding.

Ron Stillman, transportation manager for the Cincinnati-based company, said he expected delays of up to four days "assuming there is no more rain" because of the river conditions. He said some locations are two-and-a-half feet over flood stage.

Stillman also noted all Orgulf tugs are pushing fewer barges because of the high waters and treacherous currents on the rivers.

The flooding, reported as the worst since 1973, has been caused by continuous storm fronts dumping rain in the northern plains and midwestern states. Along with the runoff from melting snow, the Mississippi and its tributaries are taking in more water than their banks can handle.

Besides the Orgulf vessels, more than 50 other tugs with barges are tied up in a 180-mile region between Muscatine, Iowa and Clarksville, Mo. waiting for the locks to reopen.

A spokesman for the Army Corps of Engineer said all the locks could be operating again by the first of May if there is no more rain.

The high water to the north has affected river operations as far south as New Orleans. Nearly 100 tugs were forced to tie up before being given clearance to sail north, according to written accounts.



Steady rain and snow runoff have contributed to flooding along the upper Mississippi River which has affected SIU-crewed tugs, barges and riverboats.



Sandbags try to keep the Mississippi River from flowing into the parking lot of the *Alton Belle* Riverboat Casino. The pilings nearly underwater on the right are the normal banks for the river.

# AT&T Honors Unions For 30 Years of Service

AT&T celebrated the 30th anniversary of its cable ship operations by saying a special thank-you to the two unions who have provided the shipboard personnel: the SIU and the American Maritime Officers District 2/MEBA (AMO).

In a ceremony April 28 aboard the *Global Link* in Baltimore, SIU President Michael Sacco and AMO President Ray McKay each received a commemorative plaque and framed paintings of several of the company's five cable ships. AT&T Vice President James Barrett made the presentations.

"That's the whole purpose of this celebration," Barrett said prior to the ceremony, which also was attended by other AT&T executives, guests and several SIU crewmembers and officers from the *Global Link*. "We want to say thank you for the partnership."

In recognizing Sacco and McKay, Barrett said that without the Seafarers and the AMO, "We wouldn't operate. We need both unions. They have provided qualified crewmembers to handle state-of-the-art equipment. It's because of this team—our laboratories, our engineers, the captains, the crews—that this works."

After accepting the plaque and paintings, Sacco recounted how AT&T's shipping company, Transoceanic, started with one cable ship: the *Long Lines*. "The reason the one ship has become five is a tribute to AT&T and its willingness to pioneer and stay in



Chief Mate Miroslav Mavra shows a sample of fiber optic cable to SIU President Michael Sacco aboard the *Global Link*.

the forefront of telecommunications technology," Sacco said. "It is also a tribute to AT&T that America's national security and economic interests are served by its vigorous fiber optic cable program."

The plaques given to each union read: "In recognition of 30 years of outstanding partnership and excellent teamwork which has contributed to the construction, operation and maintenance of the highest quality, most advanced submarine cable network in the world."

Besides the *Global Link* and the *Long Lines*, AT&T's other cable ships are the *Charles Brown*, the *Global Sentinel* and the *Global Mariner*. Crewmembers aboard each ship specialize in installing, maintaining and repairing AT&T's underwater fiber optic cables.

The ceremony in Baltimore was preceded by a tour of the *Global Link*.



AT&T Vice President James Barrett addresses guests at the ceremony aboard *Global Link*. Seafarers currently sailing on the U.S.-flag cable ship look on from the bridge level.

# Pecos Makes History, 'Unreps' Russian Destroyer

Seafarers aboard the *USNS Pecos* became a part of history when the Military Sealift Command-Pacific Fleet (MSCPAC) vessel hooked up with a Russian navy ship during an underway replenishment exercise in the central Arabian Gulf in March.

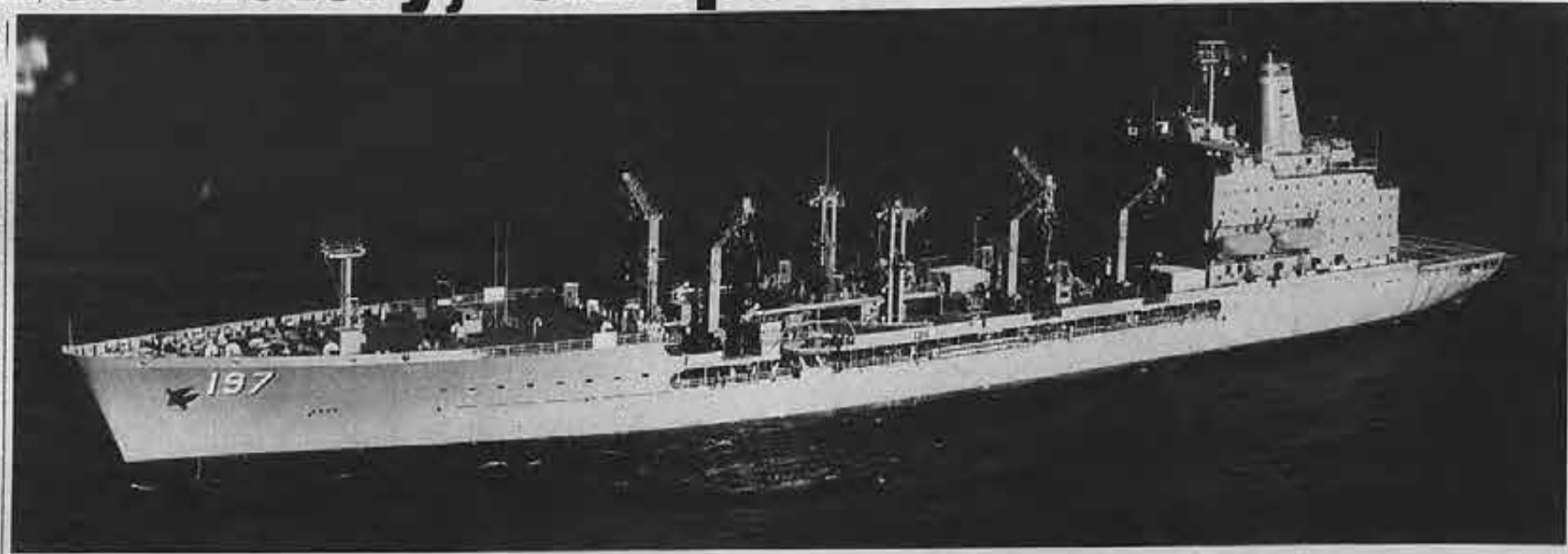
"I honestly thought I would never see or do anything like this with our former adversaries, but it was a treat for all hands," stated Captain Jeff Cook of the *USNS Pecos* when the event ended.

The unlicensed crewmembers of the *Pecos* are represented by the Seafarers' Government Services Division. The vessel serves as a floating general store providing fuel, groceries and other provisions to American and allied military vessels in the Pacific fleet.

The replenishment operation did not come off without a few hitches. While the Navy has been utilizing the system since World War II, the whole process is new to the Russian navy.

### Communications Problems

As the *Admiral Tributs* (a Udaloy-class destroyer assigned to the Russian Pacific fleet) began pulling alongside the *Pecos*, the Russian crewmembers seemed to be unaware of how to handle the phone and distance lines that went over with the fuel hoses. The Russians also did not know how to interpret the paddle signs commonly used to relay information,



The *USNS Pecos*, whose unlicensed crew is represented by the SIU's Government Services Division, took part in the history-making exercise.

so signal flags utilizing international codes assisted the ship-to-ship communications. Cook greeted the crew of the 536-foot destroyer in Russian, thanks to some lessons he had received from a Siberian friend.

Crewmembers noticed the sailors on the *Admiral Tributs* did not wear the personal protective gear required on American vessels during an at-sea replenishment operation. While the Americans were decked out in hard hats, life preservers and steel-toed shoes, the Russians were seen wearing sandals and did not have on life jackets or safety helmets.

The crews of both vessels ex-

changed gifts before parting. The *Pecos* sent the *Admiral Tributs* a ship's cap and plaque. The American vessel received an *Admiral Tributs*' flag and Russian navy officer's cap.

### First Mission a Success

Because of the success achieved in this first mission, an MSCPAC spokesperson said more such exercises are expected to take place. Underway replenishment involves two moving vessels separated by a distance of 150 feet with steel wires and heavy fuel lines being passed from one vessel to the other. Once secured onto the second vessel, the transfer of fuel and stores can begin.



A *Pecos* crewmember watches as the *Admiral Tributs* maneuvers to begin replenishment operations with the MSCPAC vessel.

Photo by Walt Wells, USNS Pecos



Members of the *Sea-Land Independence* crew hold a union meeting conducted by SIU President Michael Sacco (left) aboard the containership last month in San Francisco.

## On SIU Ships in San Francisco

While in San Francisco on business, SIU President Michael Sacco took the opportunity to go aboard three different union-crewed ships — the *Sea-Land Independence*, Matson's *Matsonia* and the *President Lincoln* of American President Lines—to meet with Seafarers.

Crewmembers discussed with Sacco and SIU Secretary-Treasurer John Fay, who accompanied Sacco, programs being considered by Congress and the Clinton administration to revitalize the U.S.-flag merchant fleet and how union members and their families can show their support for the merchant marine. Sacco also advised members what they can do to ensure job satisfaction and security and updated them on new maritime technology and training programs at the Lundberg School.

Also meeting with the crewmembers were West Coast Vice President George McCartney and San Francisco Port Agent Nick Celona.



Touring the galley of the *President Lincoln* are Chief Steward Gomez Zuluagag, SIU President Michael Sacco, Asst. Cook Utility Wilfredo Rodriguez and SIU Secretary-Treasurer John Fay.



Ready to go through the *President Lincoln*'s serving line are Chief Cook Michael Fields, SIU President Michael Sacco, Chief Steward Leslie Propher and SIU Secretary-Treasurer John Fay.



The galley gang on the *Matsonia* receives an update from President Michael Sacco.



The *Matsonia* galley gang greets the union president and secretary-treasurer. Standing from the left are West Coast Vice President George McCartney, Chief Steward Donald Polzin, SIU President Michael Sacco, SA Moon Wong, SA Ali Mutania, Asst. Cook Marcos Legaspi and SIU Secretary-Treasurer John Fay. Kneeling is SA Hussein Saleh.



Gathered in the galley of the *Sea-Land Independence* are, from left to right (kneeling) steward member Kwon Joi Siu, AB Arthur Montergo, Chief Steward George Pino, AB Nick Hutchins, AB Willie Alutua, (standing) AB Vincent Flores, West Coast Vice President George McCartney, AB Bill Mullins, AB Ray Demacaley, Bosun Floyd Selix, SIU President Michael Sacco, Bosun Mate John Schoelstine, OMU Greg Stone, Chief Cook John Stein and OMU Stoney Hardy.





Hoisting a landing boat from winter storage on the *Paul Thayer* is AB/Wheelsman John Kemohan.



### Lakes Season Operating At Full Steam



Ready for work ashore is Deckhand Al Damar of the *Sam Laud*.



Checking offloading operations is Conveyorman Rick Springs on the *American Republic*.



Bosun Terry Henrietta heaves a line as the *American Republic* docks.



Cleaning up what winter left behind on the *Richard Reiss* is Gateman David Hubbard.



Spring also means fix-up as Gateman Randy Frank prepares to change a conveyor roller on the *Sam Laud*.

All SIU-contracted companies on the Great Lakes are reporting their sailing season is well under way as fitout wrapped up by mid-April. Cement ships, bulkers and self-unloaders could be found steaming on all five Great Lakes, declaring an end to winter.

Seafarers began crewing vessels as early as February, thanks to a mild winter. Very little ice had formed on any of the lakes until a strong storm in mid-March blew across the eastern half of the United States. Whatever ice that formed was light and developed around ports and harbors, not in the shipping channels.

After a majority of the vessels began fitting out in late March and early April, the bulkers and self-unloaders were able to break through the ice with little or no problems.

"It feels good to be back out here," noted AB/Wheelsman Larry English aboard the *Richard Reiss*. "I like having the time off, but I was ready to come back to work."

That sentiment was echoed by a crewmember aboard the *Sam Laud*. "I had a good winter, but it was time to report to the ship," said Roy Calo who sails as the second cook.

For crewmembers aboard the *American Republic*, the season began a month early in February. "That was quite a surprise, but everyone has enjoyed the extra pay," stated Conveyorman Rick Springs. "We are looking forward to the rest of the year being as good as the beginning."

Most vessels run on the Great Lakes from the spring fitout until late December or early January when the ships are forced into port by winter. SIU-crewed ships generally carry iron ore, cement, stone, grain and gypsum to ports between Lake Superior and Lake Ontario.



Adjusting the gangway ladder on the *American Republic* is Deck Utility Dave Gapske.



Aboard the *Laud*, QMED Pete McCabe uses a come-along to secure oil drums for the upcoming voyage.



QMED Dave Cameron keeps his eyes on the *American Republic* engine room control board.



Retrieving a heaving line from the *Reiss*' dunnage room is Deckhand Joe Schmanski.



Deckhands on the *Paul Thayer* secure the landing boat as the self-unloader gets ready for another season on the Great Lakes.



Releasing a line used to tie up the landing boat aboard the *Thayer* is Deckhand Tom Hocking.



No job is done until the paperwork is completed, as Porter Saleh Saeed discovers on the *Reiss*.



Moving an oil drum on the *Thayer* are Wiper Ahmed Mussed (left) and Third Assistant Engineer David Healey.



Seafarers Harold Younce (left) and David Scott, along with AMO member Mike Burke, are filmed by a local television station during a rally against a non-union stevedoring company outside the Port Everglades (Fla.) Authority headquarters.

## SIU Members Rally with Port Council To Protest Fink Stevedoring Company

SIU members walked an informational picket line with more than 300 fellow trade unionists to urge the Port Everglades (Fla.) Authority to cancel a stevedoring contract with an injury-plagued, non-union company.

The Greater South Florida Maritime Trades Council organized the March 29 rally outside the port authority's headquarters in Fort Lauderdale to highlight the problems created by Florida Transportation Services in the port.

The trade council noted a port authority report that 60 out of the

90 cargo-related accidents recorded since 1990 involved the fink firm, which handles less than 10 percent of the cargo at the facility.

Included on the list of reported incidents were an employee whose legs were run over by a 30,000-pound forklift and \$44,681 in damages to Port Everglades and private property. Former company employees testified to horrendous working conditions, including unqualified heavy equipment operators and work shifts of more than 38 hours in duration.

Union representatives also argued the company was undercutting its competitors by hiring temporary workers off the streets to perform hazardous cargo loading operations.

The International Longshoremen's Association (ILA) has been picketing the company since 1986, when Florida Transportation switched to mostly non-union employees. (Florida is a right-to-work state.) The company's last union employees, eight crane operators, went on strike in November.

## Moran Seafarers Hone Skills At Lundeberg School Course

Twelve Seafarers employed by Moran Towing of Texas, as well as management representatives from the company, recently completed special workshops covering pollution prevention, vessel response plans, communications skills and company policies at the Paul Hall Center for Maritime Training and Education.

The workshops, which took place for several days in mid-March, were structured to meet the specific needs of Moran of Texas personnel. Most of the participants had attended other workshops at the Paul Hall Center last year which included health and safety training, oil spill containment and vessel simulator demonstrations.

The March workshops marked the third time that the Seafarers Harry Lundeberg School of Seamanship has provided specialized training for Moran Towing. Captain Russell McVay of Moran commended the school for the course and added that the employees "look forward to these courses. The members' reaction always is very positive." He noted that the workshops have helped improve the already-good relations between management and SIU members.

The program in March featured "quality management" training. Using materials and techniques shared with the Lundeberg School by Sea-Land Service, Instructor Kate Richardson

presented management concepts, led discussions which identified potential barriers to putting the ideas into practice, and finally demonstrated problem-solving strategies. Both the SIU members and Moran representatives participated in this training and said it helped them realize how the concepts of quality management can improve job satisfaction and productivity.

The Seafarers who completed the workshops were Aubrey Kennedy, John Sparks, Ernest Gingles Jr., Richard Heath, Ronald Lambert, Douglas Crawford, Charles Tuck, Herbert Zehnder II, Glen Arnaud, Louis Barra, Dominic Bailey and Gustavo Flores.



Completing the special workshops on March 18 are (from left, front row) Ernest Gingles, Dominic Bailey, Richard Heath, John Sparks, Glen Arnaud, Charles Tuck, (second row) Ronald Lambert, Herbert Zehnder, Aubrey Kennedy, Douglas Crawford, Louis Barra and Gustavo Flores.

## Cesar Chavez Dies at 66; Organized Farm Workers

Cesar Chavez, president of the United Farm Workers of America, AFL-CIO (UFW), passed away April 23 in San Luis, Ariz., where he was staying on business. He recently had finished two days of testimony in a state court case for the UFW. He was 66.

Brother Chavez was born on a small farm near Yuma, Ariz. His family took to the road as migrant workers when he was 10.

"We were the strikingest family in all of farm labor," he said when he delivered his mother's eulogy in December 1991. "Whenever we were working where there was a strike or when the workers got fed up and walked off the job, she'd be the first one to back up our dad's decision to join the strike."

In 1952, Chavez was working in the apricot orchards outside of San Jose when he met an organizer for the Community Service Organization (CSO), a self-help group based in California's Mexican-American community.

His dream, however, was to create an organization to help the farm workers whose suffering he had shared. In 1962, after failing to convince CSO to commit itself to farm worker organizing, he resigned his paid CSO job, moved his wife and eight small children to Delano, Calif., and founded the National Farm Workers Association (NFWA).

In September 1965, Chavez' NFWA, with 1,200 member families, joined the AFL-CIO's Agricultural Workers Organizing Committee (AWOC) in a strike against Delano area table and wine grape growers.



Through his successful boycott, Cesar Chavez made the country aware of the plight of farm workers.

In 1966, the NFWA and AWOC merged to form the UFW and became affiliated with the AFL-CIO.

Chavez led a successful five-year strike-boycott against grapes that rallied millions of supporters to the UFW and forced a national support coalition of unions, church groups, students, minorities and consumers. The SIU extended its assistance to the boycott efforts.

In a letter to the late SIU president, Paul Hall, read during the SIUNA Fourteenth Biennial Convention in 1969, Chavez wrote, "We are proud to be standing together with the Seafarers in the trade union movement and in the struggle for justice, decent wages and safe working conditions for all farm workers."

At the time of his death, Brother Chavez continued to run the California table grape boycott, as well as conduct contract negotiations for farm workers across California's agricultural valleys.

### Is It the Photo or the List?



It's not the list of a ship or a crooked back, the angle of this photo is due to the photographic efforts of SIU Vice Great Lakes President Byron Kelley who captured Bosun Brett Fischbach tying up the landing boat on the deck of the Paul Thayer.

## Appalling Conditions Prevail on Foreign Rustbucket

# Runaway-Flag Ship Restricted by Coast Guard

Since the first week of January, the MV *Advance*—a flag-of-convenience dry cargo ship—has been restricted to port in Norfolk, Va. due to a Safety of Life at Sea (SOLAS) intervention mandated by international law.

The *Advance* serves as yet another example of the dangers of runaway registers. The rust-plagued, rat-infested ship is owned by Denver Shipping Ltd. of Venezuela; flies the flag of Malta; is managed by World-Wide Ship Management of Chile; and has a crew of 24 Ecuadoreans.

A joint investigation of the *Advance* by the U.S. Coast Guard and the International Transport Workers Federation (ITF), with assistance from other organizations, has led to charges of 85 violations of an International Labor Organization treaty (ILO 147) which combines a number of treaties on basic shipboard conditions.

### Numerous Problems

The list of problems with the 452-foot *Advance* is staggering. Some repairs have been made on the 19-year-old vessel, but according to reports from the Coast Guard and the ITF, as well as news reports:

- The ship's sewage system has not worked for two years, and since then waste has been pumped into the sea. During the first month the vessel was tied up in Norfolk, toilets were emptied into the engine room. Crewmem-



The rust-plagued, rat-infested *Advance* serves as an example of the dangers of runaway registers.

bers eventually were required by the Coast Guard to shovel the ankle-deep waste into buckets, which then were taken to a disposal truck.

- Living quarters are infested with rats and roaches.

- The fire pumps do not work and the lifeboats cannot be released.

- The crew's drinking water is contaminated.

- There have been regular shortages of stores.

- There are no medical supplies on board, and many ill crewmembers were denied medical treatment. A number of crewmembers had or have serious rashes and lesions. A steward department member has intestinal problems including worms or parasites.

- There are no survival suits or

winter clothing on board.

- Crewmembers were being paid less than what they were promised, and some were being forced to work 16 hours per day or longer without overtime pay.

### Unsafe Conditions

Additionally, those who cooperated with the Coast Guard and the ITF were punished with assignments such as painting and chipping outside in the dark and cold, and in unventilated areas inside for long stretches—some lasting until approximately 4 a.m. No respiratory protection is available.

- Crewmembers each have only one sheet and one towel.

- There is no hand soap or laundry soap on board.

- For an entire week, a stowaway was not permitted to

take a shower.

Coast Guard Chief Jim Brackett, head of the agency's foreign affairs office in Norfolk, described the *Advance's* condition as "deplorable. It's an abomination in just about all aspects. The only thing I've seen in worse condition had been severely damaged in a hurricane." He added that the ship is a danger to the port, other vessels, the environment and those aboard.

### 'Disaster at Sea...'

Additionally, *The Virginian-Pilot*, a Norfolk newspaper which has covered the situation, described the *Advance* as "a disaster at sea waiting to happen." The paper noted the ship's deck is "a sheet of rust, crunching like cornflakes underfoot. At the top of the gangway is a hole that would send the unwary plunging into the water. Hatch covers are severely corroded. Links on the anchor chain are corroded to a centimeter's width."

The crew signed on the *Advance* in Brazil, then went to Norfolk by way of Trinidad. The ship carried cocoa beans (some of which were damaged) and unrefined sugar. The beans were unloaded in Norfolk; the sugar is to be taken to Baltimore whenever the ship is seaworthy—although the *Advance* then must return to Norfolk for additional repairs, according to the Coast Guard.

ITF Inspector Edd Morris, who has worked on the case, noted that the Norfolk Coast Guard office ex-

tended itself by "investigating rather than just chasing the ship out of port. Those people have put in a lot of extra hours on this, and they don't get paid overtime," said Morris, who also works as a special representative of the Seafarers Harry Lundeberg School of Seamanship.

SIU member Elsa Miller, a steward assistant who sails from the port of Norfolk, voluntarily has assisted Morris in the investigation. She speaks fluent Spanish, the language of the *Advance's* crewmembers, "and deserves much praise for her extensive help," Morris said.

The Hampton Roads United States Coast Guard Maritime Safety Office also spent many evenings and weekends working to correct the ship's unsafe conditions.

Additionally, the Seamen's Friendship House and Father Frias of the Apostleship of the Sea also took active parts in helping the distressed seamen.

SIU Patrolman Bobby Clinton, a deputy ITF affiliate inspector, joined Miller several times in meeting with the crew and addressing their problems.

Like the recent *Braer* disaster—in which a runaway-flag tanker spilled 26 million gallons of oil into a channel near the Shetland Islands—the *Advance* spotlights the dangers posed by runaway-flag shipping.

## Panamanian Vessel Detained Following Smuggling Attempt

U.S. government agencies still are investigating a failed attempt by a Panamanian-flagged vessel to smuggle more than 500 Chinese nationals into Hawaii.

A federal grand jury in Honolulu has indicted Kok Ahi Chew as the person allegedly in charge of the smuggling operation. Chew was taken into custody by the Immigration and Naturalization Service after the MV *East Wood* was escorted by a Coast Guard cutter to an Army base on Kwajalein Atoll in the Marshall Islands.

The agencies are trying to determine if a hijacking actually took place, if two missing crewmembers were thrown overboard by the alleged hijackers, if the captain or crew was involved in the botched smuggling operation and if this was part of a larger attempt to smuggle Chinese nationals into U.S. territories.

### Indicted by Grand Jury

Chew initially identified himself as Phua Hung Chye when a

Coast Guard boarding party arrived to assist the vessel which was dead in the water 1,500 miles southwest of Hawaii. Chew was listed as the *East Wood's* chief steward on one manifest and as a passenger on another.

The SIU-crewed *Patriot* was the first vessel to arrive on the scene after the Coast Guard monitored a mayday signal from the foreign-flag vessel, manned with a Burmese captain and Indonesian crew. According to Bosun Ralph Gibbs, it was like nothing he had seen in his 33 years of sailing.

"We saw a few people on the deck with rifles," Gibbs recalled. "The captain kept the vessel far enough away that we wouldn't be shot at."

The *Patriot*, which was sailing from Korea to Panama, was diverted on January 30 to assist the *East Wood* after a call was received that the ship had been hijacked and the crew thrown overboard.

"We were asked to perform an S.A.R. (search-and-rescue)," Gibbs said. "The ship was dead and the whole crew was supposed to be in the water. We were told the ship was taken over by bandits."

By the time the Vulcan Carriers tanker had arrived, all the crewmembers except the second engineer and the radio officer were back aboard the *East Wood*. No trace of the pair could be found. According to the Coast Guard, the second engineer had disabled the ship, causing it to stop, while the radio officer had sent the initial reports of the hijacking.

### SIU Member Translates

The *Patriot* was unable to establish radio contact with the *East Wood* until a Coast Guard aircraft dropped portable radios onto the decks of both vessels. Indonesian-born AB Karel Sumilat established contact with the *East Wood* and translated what had happened for the *Patriot* crew.

"We spoke with the ship every hour," Gibbs stated. "Sumilat would speak in Indonesian which would upset the Chinese because they could not understand. That is how the *East Wood* crew explained the hijacking to us."

The *East Wood* set sail in ballast on December 27 from Hong Kong for Taiwan when it was diverted to Shangchuan Dao, China where it picked up the passengers who were placed in the holds without proper sanitation or cooking facilities. According to the Coast Guard, the *East Wood* was planning to offload its passengers in Hawaii.

The *Patriot* stood by for ap-



A Coast Guard airplane drops food near the *East Wood*. Bosun Ralph Gibbs of the *Patriot* provided the *Seafarers LOG* with the photographs accompanying this story.

proximately 24 hours and rigged a system to transfer 50-gallon drums of fresh water to the *East Wood*, all the time maintaining a safe distance from the vessel. "The captain didn't want to get close enough so that the passengers would be jumping off and swimming to us," Gibbs added. "We had no idea what was going on."

After standing by for nearly a day, the Coast Guard released the tanker to resume its voyage while a Coast Guard cutter raced to the scene. An armed boarding party from the cutter *Rush* surveyed the situation upon arrival.

### Conditions 'Deplorable'

The Coast Guard reported conditions on the *East Wood* as being "deplorable," and feared for the lives of the passengers trapped in the holds. Coast Guard aircraft dropped food and other supplies so the *Rush* galley could prepare meals for the crew and passengers. The vessel also made drinking water for the Panamanian-flagged ship.

Passengers had been cooking with open fires in the cargo holds as well as eating what was being lowered to them from the deck. The boarding party noted that passengers in the holds may have paid people topside to provide

food and water during the voyage from China.

After a Coast Guard crew repaired one of the *East Wood's* two generators, the *Rush* escorted the vessel to the Army base at Kwajalein. Once there, the passengers boarded an Air Force plane and were flown back to China. The crewmembers were returned to their homes, while Chew was taken to Honolulu to stand trial.

Rear Admiral William C. Donnell of the Coast Guard's 14th District (which oversees Hawaii), stated, "If this is an indication of things to come, we've got a problem" concerning the magnitude of the *East Wood* smuggling operation. The Coast Guard announced the Panamanian-flag vessel was the fifth ship caught attempting to smuggle illegal aliens into Hawaii in the past year.

Donnell also praised the efforts of the *Patriot's* crew for its role in the situation. "My congratulations to Captain Kurt Hallier and the crew of the *Patriot* for playing such an integral part in this operation. Your timely and professional response to this request for assistance is in keeping with the time honored traditions of the U.S. merchant marine."



*Patriot* crewmembers gather on the bridge wing following the search-and-rescue operation. From left to right are GSU Mohamed H. Ghaleb, AB Don DeSchutter, AB Karel Sumilat, AB Jeff Mateer, QMED Jeff Scott, AB Alex Relejo, QMED Louis Hardy, AB "Jimmy" Relejo and Bosun Ralph Gibbs.

# Murmansk—'42: THE DIARY OF WYMOND D. HENDERSON

Last month, the Seafarers LOG published part of a diary written by Wymond D. Henderson, a Seafarer who was part of the vital yet treacherous supply run in World War II to Russia known as the Murmansk Run.

Henderson was killed in an automobile accident in 1959, but the family sailing tradition lives on. Two of his sons—Ben, 33, and George, 35—are SIU members. His widow, Wilhelmina, lives in Portland, Ore.

Part III of Brother Henderson's diary left off on July 4 with the Yaka joining her convoy across the Arctic Circle and approaching the North Cape of Iceland—only to be caught in the middle of explosions all around her.

This is the final installment of Brother Henderson's fascinating diary.

## Part IV

All this in the most extreme state of confusion, with ships going every which way, visibility limited to two or three ships' lengths, the light rain and spume driven on a strong cold wind across the rough, turbulent seas. Add to this the ghastly uncertainty of what actually was coming at us and where it was coming from. One was prepared any moment for the jolt of a hit.

We steered to the left of the *Massmar* and continued full speed on into the gloom. Soon no more detonations were heard.

The general consensus was that a very large surfaced submarine was firing both torpedoes and five-inch shells at us. However, I did not hear the crack of the rifle preceding or following the explosions in the water near us. I heard no depth charges being dropped. So either no destroyers got there in time, or else the submarines did not submerge, but escaped into the fog and the storm.

We all stood around on deck for some time in little groups talking rapidly of what we had seen and felt. Of course, everyone was keyed up, but no one that I saw actually lost his head.

About 10:30 a light spot appeared on the horizon to port. Visibility had increased somewhat. I thought it might be smoke. Soon, however, it proved to be a thin spot in the cloud curtain against which could barely be discerned the high dark bastions of a cliff.

So we were on the tip of Iceland! Soon, between the dark sea and the opaque cloud roof, was a line of light breaks through which not sunlight but just a greater clearness streamed down on a chain of grand high cliffs like the coast of South Africa from Table Mt. to Cape Agulhas. The effect was ominous, moody, prophetic, as only a manifestation of nature can be. It reminded one of old biblical prints in light and shade, depicting the "Coming of the Lord"—the opening up of heaven through the clouds with thunder and lightning.

Soon we had gained the lee of the island and the sea had gone down. By the time I went on lookout at 3:00 a.m., the sea was oily, ashen, metallic, brooding with a disturbed, repressed ripple seeming to run along under the surface as the sea breathed in hot quiet breaths from its recent

exertions. Without there being a single streak or ray of pure light, or without the sky being visible, the clouds themselves had taken on the quality of light. Or rather it was as though the sea, beneath the rugged, high buttress-on-buttress of coastline, radiated a light from deep within itself, throwing it up into the sky with its own surface catching only a little of it, while the clouds above absorbed and glowed with it.

And there was color in it. In this cold, luminous gray, there was also color. Not a color you could isolate or recognize. It was rather that the living gray, itself, was animated by an inner vision which it did not reveal to the world, but still was its mood and soul, and which you felt rather than saw.

And the mood of the unbroken gray of the sky was red. A purplish, dead cerise. And the hidden motive of the sea was green. It was a most unholy, an impersonal, a dread green. But it was green.

And the black, silhouetted cliffs, choked like wedges between the absolutes of sky and sea, were also green. It was like the dawn of creation. That color in the hard, luminous gray was as impersonal as the first experiment of life in the inanimate world.

And it grew into a completely pastel sunrise. The sun never shone, and the sky never broke of cloud, yet the cumulus clouds beneath the nimbus ceiling glowed with soft diffused red.

When I awoke at noon, it was clear, calm, hot. The sun was bright. The sea temperature was up 14 degrees.

## Out of the Night

It was a new day. The face of the world had changed. Death and destruction are not foreign to human life. We become quickly accustomed to it.

A patrol bomber flew around most of the day. We are 12 ships now. There were 19 last night. There was only one sloop with us 'til about 3:00 p.m. when two corvettes came up from behind.

Where is the rest of the escort? Where are the other merchant men? We only know of one being sunk for sure. Perhaps some of the others will come on later. The Panamanian came in behind us down by the head with water in #1, 2 and 3 holds, and two Navy tugs on the sides.

We could see Reykjavik from a long way off and approached it slowly by a circuitous route.

I was called to go on watch at 11:30 p.m. and got up to find the ship gliding slowly between low, grassy islets in the harbor. The air was warm, fresh. To the left, the massive mountains, rearing a sheer cliff that bears a resemblance to Table Top Mountain itself, dominated a brief flatland that is very green with grass. There is not one tree in all the landscape. Before us the land rose gently in undulating green hills, soft with shadow. Back of these were almost isolated mesas and peaks, rising as such peaks so characteristically do out of the lowlands of Brazil and El Salvador. While to the right, nestled in the shallow fold of the hills and running down to the waterline of a protruding peninsula, spread and compact,

neat little town of Reykjavik. From behind shore the clean bright reds of a brilliant sunrise streamed out of the sea.

I have never been to Denmark, but this restful, graceful, pastoral setting by the sea is exactly as I should have expected to find the country between, say, Copenhagen and Elsenor—of course not considering the mountains to the left. Then, too, the low, red-topped town, built close over the flat hills, bears a resemblance to part of Havana seen from her inner harbor.

July 7. Beautiful warm day in Reykjavik harbor. No shore leave. Sailed at 9:40 p.m. with 13 ships, three escorts and a bomber overhead.

July 8. Warm day at sea.

July 9. This morning at 2:00 a.m. was our first darkness in several months. From 1:00 to 3:00 a.m., deep twilight, with 2:00 a.m. really dark. Colorful red and gold sunsets and sun-

rises. Some 15 rounds of shells fired by one of the escort ships this morning. Heard depth charges today and passed floating mines.

July 10. Quite dark from 12:00 to 4:00 a.m. At 1:45 p.m., unidentified aircraft was reported. The guns were made ready. Then the "Friendly" signal went up. About the same time, another convoy was sighted on the horizon. The plane, when it came over, was a huge British four-motored job.

When our convoy gets rearranged, I guess we'll be off for the States at last.

July 11. Fog in patches and misty rain all day, setting in thick this evening. I suppose we'll be lost by morning as usual!

Many of the fellows are getting quite nervous now. It's the last stretch that hurts. Yes, "Adventure is still a one-way ticket." Even for them, whatever adventure they are able to find in this business is dissipated on the long

voyage home.

They are moving their mattresses up on the poop deck in the rain, seeking that last module of safety where there just is no safety to be had.

Of course, reasonable precaution is only common sense wherever one is. But beyond that, Damn the Danger!

Life for me is merely a vehicle for doing the things I want to do; for tasting certain experiences.

Life is not a thing in itself to be carefully guarded, to be frugally proportioned.

When one seeks safety as an abstraction, beyond one's function through his desires and fancies into life, he suddenly has nothing left to hold but a pale narcissistic existence with no sparkle to it.

No, I shall leave the wrangle with destiny to Lady Luck, who looks after those who love her and regale her with a grand indifference.

## WWII — Another Perspective A LETTER FROM WILHELMINA HENDERSON



Wymond ("Bill") Henderson married Wilhelmina, a young Dutch girl he met in Rotterdam, on April 9, 1948. This photo was taken in Rotterdam on December 20, 1947—the first day they met.

The following is a letter from Wilhelmina Henderson, received at the Seafarers LOG office following publication of the first installment of her husband's diary of his experiences in World War II on the Murmansk Run [February 1993].

I'm writing to thank you for publishing the first installment of my late husband's WWII diaries. As you may imagine, it brought back many memories of my early life with him and the children we had together.

It was from Bill that I first learned of the enormous importance of the merchant marine and of the brave men who serve its global needs. I also heard firsthand of the extraordinary heroism of the crews of the ships on the Murmansk Run. Bill's stories and the example of his own life gave me the determination to help my sons achieve seafaring careers.

I think our story gains more poignancy when I tell you that

Bill met, fell in love with and married a young Dutch girl who grew up in war-torn Europe: a young girl who daily foraged for scraps of bread and lumps of coal in the dock area of Rotterdam, knowing that the German soldiers had orders to shoot on sight anyone they thought was stealing from the Third Reich; a young girl whose knees were blown apart by an English bomb during an air raid and whose life was saved by a Nazi surgeon; a young girl (and her little dog) who gained an early taste of life at sea when, during an intense air raid, she was taken into shelter in a docked U-boat.

The crew assured her it would all be over soon. It wasn't. It grew worse, and the U-boat was ordered to sea. Again, the crew assured her that she would soon be back home. She wasn't. The U-boat was ordered to attack an Allied convoy moving through the English Channel. So the young girl and her little dog lived

through the nerve-wracking ordeal of submarine warfare.

These wartime events were part of a sequence that brought her and Bill together. Shortly after the war, when Rotterdam was still a bomb-devastated city, there was one oasis for visiting seafarers—the Ambassador restaurant and nightclub, where the singer was related to the young Dutch girl of this story. One evening, the singer invited her young friend to the nightclub—the same evening during which Bill and his captain walked in. Bill saw the young Dutch girl and, as the saying goes, the rest is history.

I tell you these things because seeing Bill's diary in print brought back so many of the things that held us together. As you can imagine, I never had the chance to do much schooling as I grew up, but I don't need schooling to say that any woman who gives sons to her country's seafaring tradition can live proudly all her life.

## Chipping and Painting Leads to Patent for Retiree

What do paint brushes and Seafarers have in common? Plenty, if a deck department member is asked this question.

Because of his firsthand knowledge of paint brushes acquired during 26 years of chipping and painting, retired AB **Robert Mull** has used his time since signing off to create something that would extend the life of the average brush. With his home as his shop, Brother Mull created the "Paint Brush Storage Bag Assembly."

"I did a lot of painting on ships, and I saw a lot of good paint brushes thrown away after a few uses because they dried out. I wanted to create something to save the paint brushes so that they could be reused," Mull told a reporter from the *Seafarers LOG*. "After I stopped sailing, I had a lot of time on my hands and my mind was racing 90 miles per



Pensioner Mull poses with his paint brush storage bag and the patent for his invention.

hour," Mull added.

The retiree spent a year designing a device that would clean and save paint brushes so they could be used repeatedly

rather than drying out after a couple of jobs. What Mull created is a freestanding, self-supporting bag made of multi-ply material closed with a rubber seal. The device allows the painter to soak a brush in water or solvent until it is time to paint again. The brush stands up in the bag, secured airtight with a rubber seal, and hangs just above the bottom of the bag to prevent the bristles from getting bent during storage. The foil material of the bag wraps around the bristles, allowing them to keep their shape while the added solution keeps the bristles like new. Mull said that he has left a brush in the assembly for as long as a year, and it came out perfect.

After two unsuccessful attempts at getting a patent for the invention, final approval for the assembly came in December 1992.

"This device is going to

revolutionize the use of the paint brush. In fact, I think it will become as common as the brush itself," Mull stated.

Brother Mull recently received approval on a Canadian patent for his invention. He has had offers from Florida, Ohio, California and overseas to manufacture and market the device.

Brother Mull joined the SIU in 1957 in the port of Detroit. He sailed on the Great Lakes for three years before signing on as a deep sea member in 1964 in New York where he was presented his book by the late SIU President

Paul Hall. "It was the highlight of my life," Mull said.

In 1977 he began sailing in the inland division on tugboats with Crowley Maritime out of the port of Jacksonville, Fla. and retired in 1983. "Being a Seafarer was the greatest adventure of my life," Mull added.

Two of Mull's sons are merchant mariners. David Mull sails as a second engineer with Amsea while **Victor Mull** ships as a QMED. His youngest son, Vincent Mull, also plans to become a Seafarer after he finishes high school.

## Recertified Steward Paulson Completes Golfing Manual



Richard Paulson works in the new galley at Piney Point while completing the steward recertification course.

Recertified Steward **Richard Paulson** has a simple explanation for why he became an avid golfer at age 11. "My parents' house backs up to a golf course," says Paulson, 35. "I liked the game right away, and I just stuck with it."

Capitalizing on his home's proximity to the links, Paulson took an almost obsessive approach when he began golfing. "It took me exactly 185 days to get good," he recalls. "I went out that many times (in a row)."

Paulson, who grew up in Martinez, Calif. near Oakland, says he does not play very often nowadays, although he has not lost his touch. But he fondly recalls several highlights from his more active days: three holes-in-one, all on different courses and all on par-3 holes; and a personal best score of 85 on a par-72 course. (Most golfers never shoot below 100.)

"My first hole-in-one went in on the fly," says Paulson, who joined the Marine Cooks and Stewards (MCS) on the West Coast in 1976, two years before that union merged with the SIU. "It hit the pin and just dropped right in. Fortunately, I had witnesses each time I made an ace."

While the holes-in-one were unexpected thrills, Paulson takes more pride in the 86-page instructional manual on golfing he wrote about three years ago. He remains hopeful of getting the book published, although thus far he only has heard from one of a multitude of publishers to whom he submitted copies.

It took Paulson several years to finish the manual, entitled "*Golf: Easy as One, Two, Three.*" As the title indicates, the book, which features large photographs and concise captions, gives step-by-

step instructions on every facet of the game: from basics like grip and stance, to comparatively complex techniques such as chip shots and intentional hook swings.

"There are thousands of golf books out there," Paulson says, acknowledging the odds are against him getting his manual published. "But just completing the book was a dream come true."

Considering his love for the game, it is not surprising that Paulson once wanted to play professionally. But the odds of making it to golf's "big time" are astronomical. Most aspiring pros start and end their careers by playing a seemingly endless series of small, low-paying tournaments. In fact, the hefty entry fees for those tours were enough to nip Paulson's career in the bud. "You really have to pay a lot just to get in," he says.

Paulson worked at his backyard course for more than 10 years, giving lessons and helping the club pros, then decided it was time to move on.

He joined the MCS and subsequently showed the same drive and dedication to his maritime career as he displayed during his first year of golf. "My first time upgrading at the Lundeberg School was 1980. I upgraded to assistant cook, and I knew then that I had to continue upgrading in order to get the most out of my career," he says. Paulson upgraded again in 1981, '86, '87 and '91 before completing the recertification course last month.

Paulson, who still lives in Martinez, is proud of the fact that "they don't just pick anybody" for the recertification course. "I'm glad to get the endorsement and I'm looking forward to going back out to sea."

## Lupinacci's Cookbook Available

Romeo Lupinacci, corporate executive chef of the Paul Hall Center for Maritime and Education, recently announced the publication of his book entitled "*From Chef Romeo's Recipe Collection.*"

The paperback book (printed on 7-by-8 1/2-inch paper) contains more than 400 pages of recipes for appetizers, beverages, soups, breads, salads, dressings, sauces, preserves and relishes, eggs, cheese, pasta, vegetables, game, beef, lamb, pork, veal, poultry, seafood and desserts.

The book is available at the Sea Chest store at the Paul Hall Center, or by mail order. To order a copy, send a money order for \$15 (\$12.50 for the book plus \$2.50 for shipping and handling) to: Comptroller, Seafarers Harry

Lundeberg School of Seamanship, Piney Point, MD 20674. **ONLY MONEY ORDERS WILL BE ACCEPTED FOR MAIL ORDERS.** Be sure to include your return address.

Lupinacci is a member of many culinary associations and has won numerous awards in his field. He occasionally writes columns for several newspapers in Pennsylvania and recently was the subject of a feature story in *The National Culinary Review*, a monthly magazine published by the American Culinary Federation.

Lupinacci's book features hundreds of recipes, from relatively basic items such as ginger ale punch to more complicated dishes like lobster and celery salad in tarragon mayonnaise.

Not surprisingly, the chapter of seafood dishes is extensive. More than 50 recipes are listed—for meals such as Lobster Orleans, Oysters Rockefeller, poached salmon, imperial crab, avocado crab cutlets, Chef Romeo's crab cakes, bass in beer and many others.

Similarly, anyone with a sweet tooth will find plenty to choose from in the chapter on desserts, where nearly 100 recipes are listed. In this section, Lupinacci shares his methods for creating such dishes as apple mousse gatinaise, biscuit tortoni, cannoli, cheesecake bars, Hungarian cheesecake, pickled peaches, pumpkin pie, strawberries Romanoff, Viennese almond crescents and more.

## Dream Comes True for New AB

**Fereuza Gifford** is about to experience her lifetime dream: taking control of the wheel of a deep sea vessel. Last month, the Military Sealift Command (MSC) civilian mariner acquired her able bodied seaman's endorsement.

"You cannot believe how I feel," the new AB told a reporter for the *Seafarers LOG*. "I am so proud that I accomplished this."

The member of the SIU's Government Services Division (which sails MSC-Pacific Fleet vessels) has been sailing since 1948. One of the goals of the steward department member through all those years was to become a helmsman.

Age never has gotten in the way of Sister Gifford, who turned 76 this month. She attended the Seafarers Harry Lundeberg School of Seamanship for the first time last year and graduated from lifeboat training.

However, it was not her first attempt to prove she still can learn. At age 64, she graduated from the Community College of San Francisco with an associate's degree in geography. She told the *LOG* in a story published in March 1990, "I'm always willing to study. I just wanted to show that I could do it."

Despite the fact that she just acquired the AB ticket, Gifford is not ready to rest on her laurels. "I

will be buying a computer so I can get all the software to continue studying and learning. I plan to keep all my books with me and review everything I've accomplished.

"I don't want to forget anything because I want to move up to third mate," she added.

Her interest in the sea began shortly after World War II when she and her late husband, with their 6-year-old daughter, sailed as part of the crew of a foreign-flag vessel from California to the Philippines. Gifford sailed in the steward department. When she would take night lunch to the bridge, she would stay up there in hopes of learning more about handling the wheel.

After joining the SIU, Gifford stayed in the galley. Within the last three years, she decided to go for her dream and switched to the deck department. She sailed as an ordinary seaman on the *USNS Chauvenet* during the Persian Gulf war. With her discharge in hand, she was able to join her local Veterans of Foreign Wars post and even has been



AB Fereuza Gifford runs out the sea painter during lifeboat drills at the Lundeberg School.

asked to run for office in the group. "I'm too busy sailing to do that," she noted with a grin.

Sister Gifford urged other SIU members to upgrade at the school. "This is the only school outside the military that does anything for workers."

### Former Military Transcom Chief Speaks Out

# Cassidy Issues a Call To Action for the U.S.-Flag Merchant Marine



General Duane H. Cassidy, senior vice president-sales and marketing at CSX Transportation Inc., delivered the 1993 Paul Hall Memorial Lecture this month in Washington, D.C. The text of General Cassidy's lecture, entitled "A Call to Action—Again," appears on these two pages.

Prior to joining CSX Transportation in late 1989, General Cassidy served 36 years in the United States Air Force. A pilot with more than 8,000 hours flying time, his final military assignment was commander in chief of the U.S. Transportation Command. In this position, he was responsible for all global land, sea and air transportation support for the U.S. armed forces. It was during this time that he became well known to the U.S. maritime community.

The Memorial Lecture Program is one in a series begun in 1987 by the Paul Hall Memorial Endowment at the University of Southern California. The endowment was established shortly after SIU President Paul Hall died in 1980 by friends and associates in organized labor and the maritime industry. It honors distinguished contributors to marine transportation, bringing to the public their thoughts in the form of an annual lecture series.

## PAUL HALL MEMORIAL LECTURE

I did not know Paul Hall—I wish I had. I admire what he did. Moreover, I admire those who followed him and the work they have continued. I know he would be proud today as they carry on in his footsteps.

When I consider those who have spoken before me... when you look at my credentials to speak... I am amazed I am here. As honored as I am, I do not have the credentials needed to address this group in honor of Paul Hall. I have never sailed a ship! I did not go through Kings Point! I'm not a member of the Seafarers International Union. . . . In fact, I have spent most of my life flying airplanes.

The only legitimacy for my appearance here is a great respect and love for the U.S. merchant marine. That was developed some years ago when I became the first commander in chief of the U.S. Transportation Command. I realized very quickly that to do my job, as specified by the president and secretary of defense, I would have to depend on the U.S. merchant marine.

When I assessed the merchant marine, I discovered that I was counting on something that was in decline; no, not just decline, but something that was settling to the bottom—and nobody seemed to care. Since World War II, there has been a steady decline in the fleet. In 1970, we had 18 major liner shipping companies, each operating five or more ships; today there are five. In 1970, we had 905 U.S. flagships; now there are only 364.

So here I was, an airman, a guy with an airlift background, put in a role that demanded a focus on sealift. I believed it was something necessary to do; it was needed and I was anxious to do it—I got hooked.

I wrote letters. I made speeches. I met the people who operate the ships, I met the people who built the ships. I went to labor—I spent time at the Harry Lundeberg School of Seamanship at Piney Point. I crawled all over the C10s, D9s, SL7s... the Ready Reserve Fleet. I got a crash course in the merchant marine and discovered what many people here already know: It gets in your blood. It gets in your blood because of its awesome contributions of the past and the need yet to come.

At the same time, I learned that only 4 percent of our trade was carried on U.S.-flagged vessels. That fact has been emphasized by all who have preceded me here. Our market share has frittered away in the past two decades—yet nobody seemed to care. The survival of the U.S. shipping industry was in jeopardy and no one was doing anything.

In 1988, I told the New York Propeller Club of my concerns for the maritime industry. I said it then and I'll say it again:

"We have a crying need for more sealift and a viable merchant marine. We have a new administration—and a new Congress—which offers us a great opportunity for a fresh effort."

When I made those remarks I was struck by the fact that we had a moment in time to do something about our sealift policy. Unfortunately, over the years, nothing has happened. We developed a (National Security) sealift policy in 1988, but quite frankly it was neutered by the Bush administration. We worked long and hard on a national policy that was gutted by the White House at the 11th hour.

I don't have to tell you what needs to be done. Andy Gibson told you that in his lecture last year. It's been debated and discussed many times, yet nothing ever gets done.

In 1989, I restated the need for a healthy merchant marine in testimony to the Congress. I said if I were "king for a day," I would make five decrees:

- Decouple the U.S.-flag carrier industry and the shipbuilding industry. The continued yoking of these

**'It would be totally inconsistent with our history for the United States to be without a strong merchant marine.'**

two industries stifles competition for both. Carriers, to be competitive, need to buy new ships where the market dictates, like any other U.S. business.

- Gain government support for shipyards in order to level the playing field against subsidized foreign shipbuilding. But the shipyard cure can't cripple U.S. carriers or we'll defeat the purpose.

- Eliminate regulations that increase the cost of U.S.-flag ship operations. Ships in international commerce are governed by a uniform code of standards that have been set by the International Maritime Organization.

The U.S. Coast Guard, however, has added standards of its own that creates a further cost disadvantage for U.S.-flag ships.

- Reform U.S. tax policies that place U.S. operators at a disadvantage to their competitors. The tax burden has hurt U.S. operators, while foreign competitors do not have such a liability. Other countries allow more liberal depreciation schedules for ships flying their flags. Although it is difficult to make simple comparisons, some offer accelerated write-downs in the first year. Korea and Hong Kong, for example, allow 50 percent and 60 percent in the first year, compared with 10 percent in the United States.

Current taxes on U.S. ship earnings can be deferred by placing them in the Capital Construction Fund, but only for the purpose of building U.S.-flag merchant ships in the United States. The CCF is not useful because it requires that ships be built in U.S. yards.

- Work out a different approach to subsidy, it hasn't worked in the past and it isn't working now. We need a reserve of some kind to ensure a pool of skilled mariners and a fleet under our flag.

(By the way, there is a program today, proposed by a coalition of carriers that provides for the problem I outlined in 1989; a Maritime Security Fleet Program under which those vessels committed to the program would earn an annual contingency payment to offset costs of operating under the U.S. flag.)

It was a call to action and everybody agreed. But nothing was done.

The irony is undeniable as John Snow, chairman of CSX Corporation, recently noted: "Today, at a time when America stands as the only remaining global military power... with the most influential economy on the planet... our maritime policy lies in shambles."

"The fundamental question is simple and direct... Do we want to take the necessary steps to revitalize the U.S.-flag merchant fleet... or witness its demise and the end of its role as a critical component of our national defense and commerce?"

You look around and have to wonder. U.S.-flag vessels are subject to higher operating costs, rougher ship regulations, higher maintenance costs (50 percent duties on foreign repairs), and less favorable tax treatment than their foreign-flagged competition. Moreover, U.S. liners receive fewer preferential cargoes from the U.S. government today as a result of cuts in U.S. troops stationed overseas.

The man for whom this lecture series is named would be appalled.

I do not believe our citizens want to see their national maritime capability become extinct. However, that possibility is predictable if our current course is not reversed—it is happening before your eyes.

Defense transportation is essential to U.S. national strategy because it provides a credible deterrent to war, as well as a safety net for national emergencies and humanitarian efforts. It would be totally inconsistent with our history for the United States to be without a strong merchant marine.

In times of national emergency, such as the recent Persian Gulf war, there is no acceptable alternative to a powerful U.S. merchant marine with its modern, competitive ships and skilled American crewmembers.

During the gulf war, the Department of Defense called on U.S. liner companies to carry 29 percent of all military cargoes and all the military's container traffic—38,519 containers—into the theater of war. U.S.-flag ships, crewed by civilian mariners, delivered 90 percent of the cargo from the U.S. to the troops in Saudi Arabia and Kuwait. Virtually all the container loads needed by the military were carried on U.S.-flag ships, and U.S. liners were transferred from commercial service and chartered to the Military Sealift Command for its exclusive use.

Foreign-flagged ships may mean that ownership and control are no longer in U.S. hands, and the loyalties and availability of crewmembers cannot be assured. This makes military access to these vital resources—includ-



General Duane Cassidy was given a standing ovation by the audience at the conclusion of his remarks.

Dr. Robert Friedheim (left), director of the USC Sea Grant Program which administers the Paul Hall Memorial Endowment, presents General Duane Cassidy with an etching in glass of the late SIU president.



More than 150 representatives from maritime labor and industry attended the 1993 Paul Hall Memorial Lecture in Washington.

ing related intermodal systems—unpredictable. I spent a full career as a military man attempting to create predictability—the present situation undermines all such training and planning.

Cliff Sayre, a retired vice president at E.I. DuPont de Nemours, put it this way at a hearing of the Advisory Commission on Conferences in Ocean Shipping: "The presence of a U.S.-flag liner gives you a place at the table, and, if you lack that... you can be handicapped as a nation."

Given the intensity of global competition today and the important role of exports in spurring the growth of the domestic economy, the loss of a U.S. merchant marine would be a setback to economic growth. We've already seen the results. South Korea moves 54 percent of its commercial shipping on Korean vessels. Taiwan is expanding its fleet to carry 60 percent of its oil imports. Japan carries roughly 50 percent of its imports and 35 percent of its exports in Japanese-flag ships. Here's the kicker: Only 19 percent of America's foreign seaborne trade is carried on U.S.-flag liners.

**'For the first time in recent history, U.S. liner carriers and maritime labor are in agreement on specific changes to create operating parity with foreign competitors.'**

We got that way because of fewer and fewer incentives. American shipping lines—while world leaders in quality service and efficiency—face substantial cost penalties by operating under the U.S. flag rather than under a foreign registry.

The military is cutting back on its overseas commitments, thus reducing the amount of government cargo reserved for U.S.-flag ships. In 1990, Department of Defense global shipments totaled \$506 million in revenue; by 1995, they are expected to fall to only \$253 million.

As peacetime shipments continue to decline and subsidy contracts expire, U.S. liners find it increasingly difficult to remain both cost competitive and U.S. flagged, despite their desire to be available in time of national emergency.

If there is no change in policy, U.S. carriers will be forced to reflag their ships offshore. The Maritime Administration estimates that the U.S.-flag fleet of general

cargo ships will shrink from 140 to about 30 by the year 2005. That's not unrealistic, considering that many of our ships today are at least a quarter of a century old and woefully outmoded.

However, there is always hope. For the first time in recent history, U.S. liner carriers and maritime labor are in agreement on specific changes to create operating parity with foreign competitors. There is common ground and no excuses this time for government not to act.

So here I am again... now a private businessman—as a matter of fact a railroader now—following four giants of this industry: Herb Branal, Henry Marcus, Clint Whitehurst and Andy Gibson, calling once again to anyone who will hear... for action—not work or good intentions—action!

Unfortunately, I would have to admit to Paul Hall—were he here today—so far, I have failed! Nothing is yet accomplished. But I must warn you and the country's private and public leadership again that it's time—past time—to make certain the bickering is behind us and demand that our new administration and this Congress take action.

In 1991, we were in total chaos. The Congress was blaming industry; industry was blaming labor; labor was blaming both Congress and industry, and nothing was getting done.

Last year, Andy Gibson reported to this group that two leaders of the industry—John Snow, chairman of CSX, of which Sea-Land Service is a subsidiary; and John Lillie, chairman of American President Companies, were carrying the ball. They stepped forward and said, "We are 80 percent of this U.S.-flag business. Here is our position: We can no longer afford to recapitalize the ships that we are operating. In fact, we are not going to put any more capital into this industry until we find out our government's position on the need for a U.S. merchant marine. Do you need us? Do you want us or not? Just tell us!"

They took their message to the White House. They took it to the Pentagon. They took it to the Department of Transportation. They took it to the Department of Commerce. And everyone agreed, "Yes, we need... we want a U.S. merchant marine."

In fact, the 1936 Merchant Marine Act says we're required to have a merchant marine that is sufficient "to carry its waterborne domestic commerce and a substantial portion of the waterborne export and import of foreign commerce of the United States...capable of serv-



ing as a naval and military auxiliary in time of war or national emergency."

We have ignored the law of the land.

Last year, the administration submitted a Maritime Reform Bill, but it became bogged down in congressional committees and failed. This time, however, it wasn't for a lack of caring. Everyone cared, but for very parochial reasons: The ship builders, the ship operators, the unions, the government, the Department of Defense; everyone seems to have their individual interest at heart.

**'If this call to action is not heard, then our government will have succeeded in doing what Hitler and the Third Reich could not do, and that is to sink the U.S. Merchant Marine.'**

A ship operator once described the industry to me as one where each wanted his share—and part of the other guy's, too.

Now, using this forum dedicated to the most courageous labor leader in our time—Mr. Paul Hall—I stand here with a call for action. Not to do good things for the merchant marine, but to save it.

It will take a united industry with practical, unselfish goals; an active Department of Transportation, a coalition of government agencies and Congress; a supportive administration; and increased public awareness of the current plight. Who among us will lead that charge?

Without substantive maritime reform, our destiny will be one of default rather than design. We will have a national sealift policy. The only question is whether it will be done now in a deliberate, timely fashion or forced upon us later by sudden suffering.

A decision to forgo government action is a decision to lose a large part of the remaining U.S. maritime capability, a decision that is not in the national interest. A critical part of that maritime capability is maritime labor because the pool of skilled personnel employed on U.S.-flag vessels is considered a national security asset, able to meet surge-shipping requirements. I wonder if we could do Desert Shield today?

Therefore President Clinton, therefore Secretary Pena, therefore Secretary Aspin, you have an opportunity... you have a moment in time with a Congress that will listen. President Clinton, you have shown the leadership qualities and the role you play is crucial. Secretary Pena, you can be objective and must be the one who steers this ship. Secretary Aspin, no one knows the issues better than you. If we've ever had a secretary who understood the need for sealift, it is you.

We can be encouraged by the early signs, particularly Secretary Pena, who has been willing to meet with all segments of the maritime industry and appears genuinely interested in pushing for maritime reform this year. But we have been here before and nothing happened.

If this call to action is not heard, if we do not do this now, if there is no bill passed in the first year of the new administration, then our government will have succeeded in doing what Hitler and the Third Reich could not do, and that is to sink the U.S. Merchant Marine; and, the next lecturer in the Paul Hall series will be telling you of its history.

# PINEY POINT



## The Best of Both Vacation Worlds

Say your idea of a perfect vacation is to get away from it all. No people, no bustle, no noise, no worry. Just relax and commune with nature. The Paul Hall Center for Maritime Training and Education is just the place for you.

But, what if you are the type of person who wants to see and do it all? You want to be where the action is, where something is happening day and night. You want to be able to gather the family in the car and take off without being trapped behind the wheel all day. The Paul Hall Center for Maritime Training and Education is just the place for you, too.

How is it that one place can be ideal for both types of vacationers? Because of its location and what is available in the immediate area, the Paul Hall Center is the best of both worlds.

### Convenient Location

Based in the rural community of Piney Point, the center is located where St. George's Creek flows into the Potomac



River near the Chesapeake Bay in St. Mary's County in southern Maryland. This peaceful setting, where city residents from nearby Washington and Baltimore have weekend-getaway cottages, provides the opportunity for both water

and land-based expeditions.

The center, home of the Seafarers Harry Lundeberg School of Seamanship, is the largest training facility for deep sea merchant mariners and inland waterways boatmen in the country. The center contains a number of administrative and educational buildings as well as a six-story training and recreation center on more than 60 acres of waterfront property.

Each summer, a number of the rooms in the training and recreation center are set aside for Seafarers and their families to vacation for up to two weeks.

The center has a marina where vacationers can take a boat out for the day to sail around the region or look for a good fishing hole. With 400 miles of waterline surrounding St. Mary's County, waterborne activities are abundant.

At the center are a picnic area with grills and tables, outdoor tennis and basketball courts, an Olympic-size swimming pool (with lifeguards when the facility is open), a health spa and plenty of room for walking. Off the base are several state and county parks within easy driving distance that provide picnic, exploration and golfing opportunities.

### History on Site

For history buffs, the center provides an excellent starting place. The marina serves as the home of the restored (by SIU pensioners) sailboat *Manitou*, the last pleasure vessel owned by President John F. Kennedy. Across the grounds is the Paul Hall Library and Maritime Museum. The library contains more than 17,000 volumes on maritime and labor history, while the museum features a collection of ship models, historical nautical instru-

ments and union memorabilia.

In between the marina and library is the historic boat shed. Within its walls are a collection of several varieties of watercraft that have sailed the Chesapeake Bay region, including a bugeye and a skipjack.

Mere minutes from the center is St. Mary's City, where vessels from England first landed in 1634. Exhibits located on 800 acres of unspoiled tidewater landscape include a replica of the first Maryland statehouse; Farthing's Ordinary, a reconstructed inn with outbuildings; and Old Trinity Episcopal Church, built around 1829 with bricks from the original statehouse.

In nearby Hollywood is Sotterley Mansion, a working 18th century plantation on the Patuxent River. Some of the original buildings still stand and are open to the public.

A little further down the road, civil war students can explore Point Lookout State Park where the remains of a prisoner of war camp for Confederate soldiers once stood. Local legend has it that the site is inhabited by ghosts.

If modern history is what you seek, the Patuxent Naval Air Station in Lexington Park contains the nation's only museum dedicated to the full scope of testing and evaluation of U.S. Navy aircraft.

### Major Cities Nearby

For those seeking and wanting more, the metropolitan areas of Washington and Baltimore are within two hours of the Paul Hall Center. While history abounds from Fort McHenry near Baltimore to Arlington National Cemetery outside of the nation's capital, there is much more available.

For animal lovers, Washington's National Zoo can keep the family entertained all day. Most of the animals on display live in natural habitat compounds rather than cages. From elephants to eagles and panthers to the panda, a trip to the zoo is fun and educational.

Located between the Capitol and the Washington Monument are the museums of the Smithsonian Institution. Known as "America's Attic," the Smithsonian collects and displays artifacts of American



history, folklore, art and architecture from dinosaur bones to the original *Starship Enterprise* from television's *Star Trek*.

Baltimore is home to the National Aquarium, featuring a great variety of fresh and salt water creatures. The aquarium is one of the highlights of the refurbished Inner Harbor which combines tourist activities, the Baltimore Orioles baseball stadium, shopping and dining on the downtown waterfront.

### Plenty for the Kids

For children of all ages, there are several theme parks within the area. Wild World amusement park in Prince George's County, Md. is one of America's largest water theme facilities. Wild World also features several thrill rides including the Wild One roller coaster, voted one of the nation's top 10.

Near Richmond, Va. (approximately two hours from the center) is the Kings Dominion theme park. This park is home to roller coasters, water flumes, bumper cars and other rides as well as live entertainment.

These are just a few of the activities that can fill your vacation days. From the solitude of fishing on the side of a creek to the good times that come from a local seafood festival, there is enough available to make a summer vacation at Piney Point both relaxing and memorable.



### UNION MEMBER VACATION RATES

A vacation stay at the Lundeberg School is limited to two weeks per family.

Member	\$40.40/day
Spouse	\$ 9.45/day
Child	\$ 9.45/day

**Note:** There is no charge for children under the age of 12. The prices listed above include all meals.

Send completed application form to Seafarers Training & Recreation Center, Piney Point, MD 20674 or call (301) 994-0010.

### SEAFARERS TRAINING & RECREATION CENTER Vacation Reservation Information

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

Social Security number: \_\_\_\_\_ Book number: \_\_\_\_\_

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

Telephone number: \_\_\_\_\_

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

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

Stay is limited to two weeks.

Date of departure: \_\_\_\_\_

Send this completed application to the Seafarers Training & Recreation Center, P.O. Box 75, Piney Point, MD 20674.

# Dispatchers' Report for Deep Sea

MARCH 16 — APRIL 15, 1993

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>DECK DEPARTMENT</b>										
New York	31	19	8	16	22	6	7	68	30	17
Philadelphia	0	4	4	0	5	2	2	1	5	4
Baltimore	4	18	1	4	12	0	1	5	17	3
Norfolk	11	21	10	9	21	14	1	20	21	5
Mobile	10	16	4	3	11	3	0	19	33	6
New Orleans	21	16	9	19	15	6	9	29	23	11
Jacksonville	20	27	5	18	16	3	13	44	42	12
San Francisco	27	31	5	17	6	1	1	56	65	16
Wilmington	16	23	5	11	6	0	3	29	39	9
Seattle	27	34	8	22	14	2	9	41	47	11
Puerto Rico	15	4	2	5	4	1	0	22	6	5
Honolulu	9	16	4	5	12	8	6	11	21	14
Houston	34	32	6	23	22	1	5	47	59	17
St. Louis	0	2	3	0	2	2	0	0	4	2
Piney Point	1	7	1	0	6	1	1	1	11	2
Algonac	0	0	2	0	0	1	0	0	1	1
<b>Totals</b>	<b>226</b>	<b>270</b>	<b>77</b>	<b>152</b>	<b>174</b>	<b>51</b>	<b>58</b>	<b>393</b>	<b>424</b>	<b>135</b>
<b>ENGINE DEPARTMENT</b>										
New York	22	13	1	15	9	0	4	41	34	8
Philadelphia	3	4	1	1	1	0	0	5	6	2
Baltimore	6	8	0	0	3	2	0	10	13	1
Norfolk	4	12	3	5	12	4	0	6	10	3
Mobile	10	17	0	10	8	0	0	19	18	3
New Orleans	16	14	3	8	5	1	0	24	23	9
Jacksonville	10	17	7	10	13	4	6	25	26	16
San Francisco	16	13	7	10	7	0	3	34	46	10
Wilmington	10	15	6	7	3	0	2	15	21	11
Seattle	12	9	2	6	7	0	1	21	23	6
Puerto Rico	9	2	0	2	2	0	0	16	5	0
Honolulu	7	10	8	6	9	12	5	5	11	3
Houston	18	15	4	16	6	2	1	23	30	10
St. Louis	0	2	0	0	0	0	0	0	4	0
Piney Point	6	25	1	2	5	2	1	6	28	0
Algonac	0	0	1	0	0	1	0	0	0	0
<b>Totals</b>	<b>149</b>	<b>176</b>	<b>44</b>	<b>98</b>	<b>90</b>	<b>28</b>	<b>23</b>	<b>250</b>	<b>298</b>	<b>82</b>
<b>STEWARD DEPARTMENT</b>										
New York	14	15	0	4	8	0	10	29	23	5
Philadelphia	0	3	2	1	1	2	1	1	5	3
Baltimore	3	4	0	1	0	0	2	6	8	0
Norfolk	7	5	4	5	7	5	2	9	8	4
Mobile	14	5	2	2	3	3	4	18	11	1
New Orleans	9	7	1	6	5	0	2	15	9	1
Jacksonville	11	8	3	6	5	1	0	23	10	2
San Francisco	39	17	5	23	3	0	5	81	40	6
Wilmington	13	5	0	9	3	0	3	20	10	2
Seattle	19	7	1	15	2	0	3	35	8	1
Puerto Rico	6	0	1	1	1	0	2	7	1	3
Honolulu	14	16	16	6	12	16	46	23	29	15
Houston	10	4	0	8	3	0	2	17	8	1
St. Louis	0	0	0	0	2	0	0	0	1	0
Piney Point	4	12	2	1	7	1	1	7	21	3
Algonac	0	0	1	0	0	1	1	0	0	0
<b>Totals</b>	<b>163</b>	<b>108</b>	<b>38</b>	<b>88</b>	<b>62</b>	<b>29</b>	<b>84</b>	<b>291</b>	<b>192</b>	<b>47</b>
<b>ENTRY DEPARTMENT</b>										
New York	12	41	17	8	24	2	0	18	82	48
Philadelphia	1	1	6	0	1	1	0	2	1	8
Baltimore	1	7	1	0	3	0	0	3	11	1
Norfolk	3	20	6	2	16	9	0	5	25	12
Mobile	2	12	2	1	6	0	0	4	31	5
New Orleans	3	19	7	4	8	1	0	12	46	20
Jacksonville	4	19	6	4	14	1	0	4	37	15
San Francisco	20	28	19	8	3	0	0	44	62	38
Wilmington	5	11	4	6	5	0	0	6	18	13
Seattle	8	14	8	10	9	1	0	10	26	17
Puerto Rico	5	9	2	3	6	1	0	11	12	3
Honolulu	8	59	101	5	43	103	0	12	69	129
Houston	6	22	4	2	14	0	0	11	30	8
St. Louis	0	1	0	0	0	0	0	0	5	0
Piney Point	1	43	2	0	31	2	0	1	47	4
Algonac	0	2	0	0	0	0	0	0	4	0
<b>Totals</b>	<b>79</b>	<b>308</b>	<b>185</b>	<b>53</b>	<b>183</b>	<b>121</b>	<b>0</b>	<b>143</b>	<b>506</b>	<b>321</b>
<b>Totals All</b>	<b>617</b>	<b>862</b>	<b>344</b>	<b>391</b>	<b>509</b>	<b>229</b>	<b>165</b>	<b>1,077</b>	<b>1,420</b>	<b>585</b>

\* "Total Registered" means the number of men who actually registered for shipping at the port last month.  
 \*\* "Registered on the Beach" means the total number of men registered at the port at the end of last month.  
 A total of 1,294 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,294 jobs shipped, 391 jobs or about 30 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From March 16 to April 15, 1993, a total of 165 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 18,567 jobs have been shipped.

## June & July 1993 Membership Meetings Deep Sea, Lakes, Inland Waters

- Piney Point**  
 Monday: June 7, July 6\*  
\*changed by Independence Day holiday
- New York**  
 Tuesday: June 8, July 6
- Philadelphia**  
 Wednesday: June 9, July 7
- Baltimore**  
 Thursday: June 10, July 8
- Norfolk**  
 Thursday: June 10, July 8
- Jacksonville**  
 Thursday: June 10, July 8
- Algonac**  
 Friday: June 11, July 9
- Houston**  
 Monday: June 14, July 12
- New Orleans**  
 Tuesday: June 15, July 13
- Mobile**  
 Wednesday: June 16, July 14
- San Francisco**  
 Thursday: June 17, July 15
- Wilmington**  
 Monday: June 21, July 19
- Seattle**  
 Friday: June 25, July 23
- San Juan**  
 Thursday: June 10, July 8
- St. Louis**  
 Friday: June 18, July 16
- Honolulu**  
 Friday: June 18, July 16
- Duluth**  
 Wednesday: June 16, July 14
- Jersey City**  
 Wednesday: June 23, July 21
- New Bedford**  
 Tuesday: June 22, July 20

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

## Personals

### ALAMAR, MASSMAR SURVIVORS

Any survivors of the vessels *Alamar* (PQ-16) or *Massmar* (PQ-13) who sailed on the Murmansk Run during World War II are asked to contact Maxine Seinfeld, who is doing research on her father who sailed aboard these vessels. Survivors may write her at 11800 NE 11th Avenue, Biscayne Park, FL 33161.

### ALTON "BIG AL" PINN

Please contact Robert T. "Robaire" Seim, c/o SBS, M/V *Senator*, Crowley Caribbean Transport, P.O. Box 359004, Ft. Lauderdale, FL 33335.

### JACK (JOHN) KEHOE

Please contact your old friends John and Rita Brady at 1152 Beale Court Drive, Blairsville, GA 30512; telephone (706) 745-5654.

## Correction

The photograph of Ordinary Seaman John McLain from the port of Philadelphia was inadvertently omitted from the April 1993 *Seafarers LOG* story on the annual financial committee. We regret any confusion this error may have caused.



John McLain



**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**

675 Fourth Ave.  
Brooklyn, NY 11232  
(718) 499-6600

**NORFOLK**

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

**PHILADELPHIA**

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

**PINEY POINT**

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

**PORT EVERGLADES**

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

**SAN FRANCISCO**

350 Fremont St.  
San Francisco, CA 94105  
(415) 543-5855

**Government Services Division**

(415) 861-3400

**SANTURCE**

1057 Fernandez 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**

MARCH 16 — APRIL 15, 1993

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

Port	*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	26	4	0	31	0	0	38	8
<b>ENGINE DEPARTMENT</b>									
Algonac	0	14	2	0	19	0	0	22	7
<b>STEWARD DEPARTMENT</b>									
Algonac	0	9	1	0	8	0	0	11	2
<b>ENTRY DEPARTMENT</b>									
Algonac	0	19	10	0	0	0	0	34	21
<b>Totals All Departments</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>105</b>	<b>38</b>

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

**Dispatchers' Report for Inland Waters**

MARCH 16 — APRIL 15, 1993

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

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Atlantic Coast	3	0	0	4	0	0	50	2	0
Gulf Coast	4	3	29	0	1	3	11	5	34
Lakes & Inland Waters	22	0	0	0	0	0	51	0	0
West Coast	1	1	17	63	0	8	3	1	27
<b>Totals</b>	<b>30</b>	<b>4</b>	<b>46</b>	<b>67</b>	<b>1</b>	<b>11</b>	<b>115</b>	<b>8</b>	<b>61</b>
<b>ENGINE DEPARTMENT</b>									
Atlantic Coast	3	0	0	2	0	0	9	1	0
Gulf Coast	1	0	3	0	1	0	1	0	6
Lakes & Inland Waters	16	0	0	0	0	0	37	0	0
West Coast	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>20</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>1</b>	<b>6</b>
<b>STEWARD DEPARTMENT</b>									
Atlantic Coast	2	0	0	1	0	0	8	0	0
Gulf Coast	1	0	4	0	0	0	1	0	9
Lakes & Inland Waters	4	0	0	0	0	0	16	0	0
West Coast	0	0	1	0	0	0	0	1	1
<b>Totals</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>1</b>	<b>10</b>
<b>Totals All Departments</b>	<b>57</b>	<b>4</b>	<b>54</b>	<b>70</b>	<b>2</b>	<b>11</b>	<b>187</b>	<b>10</b>	<b>77</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.

**SU BULLETIN BOARD**

**ON THE LOOKOUT— SHIPING SUPERSTITIONS**

Marine artist, historian and author Jim Clary, who owns and operates Cap'n Jim's Gallery in St. Clair, Mich., is requesting information pertaining to any superstitions that Seafarers know of in existence today. This information will be used in Mr. Clary's upcoming book "Superstitions of the Sea," a digest of old and new superstitions, customs, traditions and slang on the high seas and on the Great Lakes.

Some examples of maritime superstitions are: never say "fog" on the bridge, never ship out on a Friday, hang all the coffee cups a certain way in the galley.

If you have information of this sort, would like to share it, and perhaps be included in this book, contact Jim Clary at 201 N. Riverside, St. Clair, MI 48079, or call him collect at (313) 329-7744.

**ATTENTION: PORT ARTHUR, TEXAS MEMBERSHIP MEETING**

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

**LIBERTY SHIP VOLUNTEERS NEEDED**

Tentative plans are being made to sail the Baltimore-based Liberty Ship, the *John W. Brown*, to Normandy, France, to celebrate the fiftieth anniversary of D-Day (June 6, 1944). She will accompany two other World War II-era ships, the *Jeremiah O'Brien* and the *Lane Victory*. Before this can be done, however, a lot of work must be done to clean up and restore her. Volunteers are needed to help make this ship a living memorial to all the men who served in the U.S. merchant marine in all wars. Donations are also welcome (and are tax-deductible).

Donations may be sent to Project Liberty Ship, P.O. Box 25846, Highlandtown Station, Baltimore, MD 21224-0846. Any additional information may be obtained by calling Dan Cap at (516) 667-3466 or Paul Bock at (516) 799-0061.

**ATTN: SEAFARERS SAILING ABOARD BAY SHIPPING VESSELS**

Since Bay Shipping Management is not contractually obligated to make contributions to the Vacation Plan for weekends, and since it is difficult to ascertain exact dates of employment from U.S. Coast Guard discharges, it is necessary for Seafarers aboard Bay Shipping vessels to submit copies of their pay vouchers when filing for Vacation Benefits related to employment with this company.

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

**DISCONTINUE WATCHKEEPING OF DISTRESS FREQUENCY 500 KHZ**

Effective August 1, 1993, all United States Coast Guard communication stations and cutters will discontinue watchkeeping on the distress frequency 500 kHz, and will cease all morse code services in the medium frequency radiotelegraphy band.

More efficient telecommunication systems now are available to provide the mariner with options for initiating or relaying distress alerts, and passing and receiving maritime safety information. These options include INMARSAT, radio telex (SITOR), MF/HF single sideband and VHF radiotelephone, satellite EPIRBs (for distress alerts and telecommunications), and INMARSAT SafetyNet, NAVTEX and HF NAVTEX (SITOR) (for maritime safety information broadcasts).

NAVTEX broadcasts include the same Notice to Mariners, weather, search and rescue and fixed bearing location products that have been provided by the MF morse broadcasts. Distress and other call to any U.S. Coast Guard communication station also may be made on any of the following HF single sideband radiotelephone channels: 424 (4134 kHz), 601 (6200 kHz), 816 (8240 kHz) or 1205 (12242 kHz).

Meteorological broadcasts also are made on these channels.

Seven members who graduated from the SIU's top training programs for deck and steward department Seafarers are among the 35 members who are retiring as announced by the Seafarers Welfare Plan.

Brothers George Burke, Rufino Garay, John Mullis, Alejandro Ruiz, and Charles Todora graduated from the Lundeberg School's bosun recertification courses, while brothers Chester Moss and Ruperto Peralta successfully completed the steward recertification program.

A total of 23 members whose retirements are announced this month sailed in the deep sea division while 10 members sailed in the inland division and two sailed with Great Lakes-contracted operators.

Texas, California, Puerto Rico, North Carolina and Michigan proved to be the most popular retirement spots for this group, as six retired in Texas, six in Michigan, five in California, and four each in Puerto Rico and North Carolina.

Ora Rhoades had been an active Seafarer longer than any of the other new pensioners. He joined the union in 1944 in the port of Norfolk, Va.

Brief biographical sketches of Brother Rhoades and the other new pensioners follow.

**DEEP SEA**



**RAYMOND ALLEN**, 59, joined the Seafarers in 1959 in the port of Lake Charles, La. A native of Mobile, Ala.

he sailed in the engine department. Brother Allen retired to Houston.

**GEORGE BURKE**, 65, joined the SIU in 1946 in the port of New York. Born in Mass, Mich., he completed the bosun recertification course at the Lundeberg School in 1974. Brother Burke resides in Brooklyn, N.Y.



**ROBERT COOPER**, 62, joined the union in 1953 in the port of New York. A Texas native, he sailed in

the deck department. Brother Cooper calls Pasadena, Texas home.

**JOSEPH DEBLANC**, 64, joined the Marine Cooks and Stewards (MCS) in 1966 in the port of San Francisco, before that union merged with the Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Born in California, he sailed as a cook/baker. Brother DeBlanc served in the U.S. Army from 1951 to 1953. He retired to Seattle.

**JOHN DONALDSON**, 66, joined the Seafarers in 1952 in the port of Galveston, Texas. A native of Milwaukee, he completed the bosun recertification course at Piney



**JOHN HOULIHAN**, 66, joined the SIU in 1955 in the port of New Orleans. A Boston native, he sailed in the deck department. Brother Houlihan served in the



**JAMES GLEATON**, 65, joined the union in 1962 in the port of New York. Born in South Carolina, he sailed as a steward/baker. Brother Gleaton served in the U.S. Navy from 1947 to 1950. He calls Charleston, S.C. home.



**DAVID HORTON JR.**, 65, joined the Seafarers in 1955 in his native Mobile, Ala. He sailed in the steward department. Brother Horton served in the U.S. Army from 1946 to 1947. He still calls Mobile home.



**VINCENT FRISINGA**, 67, joined the Seafarers in 1965 in the port of Wilmington, Calif. A California native, he sailed in the deck department. Brother Frisinga retired to Los Angeles.



**PEDRO FIGUEROA**, 73, joined the union in 1956 in the port of New York. A native of Puerto Rico, he sailed in the engine department. Brother Figueroa calls Fajardo, P.R. home.

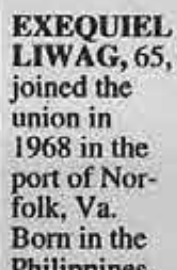


**ROBERT EDWARDS**, 63, joined the SIU in 1955 in the port of Wilmington, Calif. Born in California, he sailed as a bosun. Brother Edwards retired to Los Angeles.

**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.*

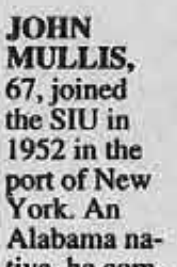
Point in 1984. He resides in Galveston.



**EXEQUIEL LIWAG**, 65, joined the union in 1968 in the port of Norfolk, Va. Born in the Philippines, he sailed in the engine department. Brother Liwag upgraded at the Lundeberg School frequently. He served in the U.S. Navy from 1946 to 1967. Brother Liwag retired to Norfolk.



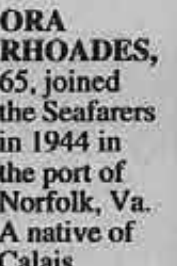
**CHESTER MOSS**, 67, joined the Seafarers in 1959 in the port of Seattle. An Arkansas native, he completed the steward recertification course at Piney Point in 1980. Brother Moss lives in Oakland, Calif.



**JOHN MULLIS**, 67, joined the SIU in 1952 in the port of New York. An Alabama native, he completed the bosun recertification course at the Lundeberg School in 1981. Brother Mullis calls Mobile, Ala. home.



**RUPERTO PERALTA**, 66, joined the union in 1975 in the port of Yokohama, Japan. Born in the Philippines, he completed the steward recertification course at Piney Point in 1987. Brother Peralta served in the U.S. Navy from 1945 to 1966. He retired to San Francisco.



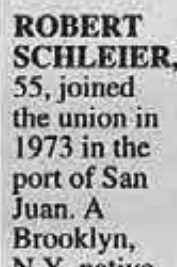
**ORA RHOADES**, 65, joined the Seafarers in 1944 in the port of Norfolk, Va. A native of Calais, Maine, he sailed in the deck department. Brother Rhoades resides in Oviedo, Fla.



**ALEJANDRO RUIZ**, 64, joined the SIU in 1959 in the port of New York. Born in Puerto Rico, he completed the bosun recertification course at the Lundeberg School in 1976. Brother Ruiz calls Apopka, Fla. home.

**ERNEST TRADER**, 65, joined the Seafarers in 1948 in the port of New York. A North Carolina native, he sailed in the deck

department. Brother Trader served in the U.S. Navy from 1955 to 1957. He resides in Joppatown, Md.



**ROBERT SCHLEIER**, 55, joined the union in 1973 in the port of San Juan. A Brooklyn, N.Y. native, he sailed in the engine department. Brother Schleier served in the U.S. Marine Corps from 1958 to 1962. He retired to Rio Piedras, P.R.



**PEDRO SEPULVEDA**, 69, joined the Seafarers in 1971 in the port of New York. Born in Rincon, P.R., he sailed in the steward department. Brother Sepulveda upgraded at Piney Point frequently. He resides in Salinas, P.R.



**CHARLES SMITH**, 64, joined the SIU in 1956 in the port of New York. A Mississippi native, he sailed as a QMED. Brother Smith served in the U.S. Army from 1950 to 1951. He calls Arabi, La. home.



**CHARLES TODORA**, 65, joined the union in 1958 in the port of Houston. Born in Detroit, he completed the bosun recertification course at the Lundeberg School in 1980. Brother Todora served in the U.S. Marine Corps from 1945 to 1948. He retired to Dallas.

**INLAND**



**LORENZO BEVERLY**, 65, joined the SIU in 1972 in the port of Norfolk, Va. Born in Georgia, he sailed in the steward department. Boatman Beverly served in both the U.S. Army and Navy from 1945 to 1969. He calls Norfolk home.



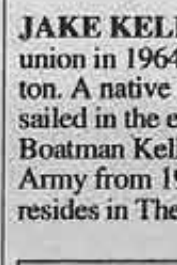
**MAXIMO GABINO**, 65, joined the union in 1971 in the port of Tampa, Fla. Born in Ecuador, he sailed in the deck department. Boatman Gabino upgraded at Piney Point in 1976. He retired to Tampa.

**CURTIS IRELAND**, 64, joined the SIU in 1970 in the port of Norfolk, Va. Born in Lowland,

N.C., he sailed in the deck department. Boatman Ireland served in the U.S. Navy from 1950 to 1952. He still calls Lowland home.



**MICHAEL HUNT**, 60, joined the Seafarers in 1961 in his native Philadelphia. He sailed in the deck department. Boatman Hunt still calls Philadelphia home.



**JAKE KELLEY**, 66, joined the union in 1964 in the port of Houston. A native of Flomaton, Ala., he sailed in the engine department. Boatman Kelley served in the U.S. Army from 1944 to 1946. He resides in Theodore, Ala.



**WILBERT MAIN**, 50, joined the Seafarers in 1961 in the port of Norfolk, Va. Born in Washington, N.C., he sailed in the deck department. Boatman Main still calls Washington home.



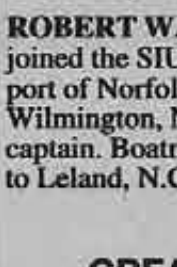
**JACKIE STOUT**, 62, joined the SIU in 1979 in the port of Houston. A Wichita, Kan. native, he sailed in the deck department. Boatman Stout upgraded at Piney Point in 1980. He served in the U.S. Navy from 1948 to 1967. Boatman Stout retired to Rye, Texas.



**DAVID TILLET**, 63, joined the union in 1960 in the port of Norfolk, Va. Born in Kitty Hawk, N.C., he sailed as a captain. Boatman Tillett resides in Tarboro, N.C.



**FRANCIS VAUGHN**, 65, joined the Seafarers in 1970 in the port of New York. Born in Cromona, Ky., he sailed as chief engineer. Boatman Vaughn served in the U.S. Navy from 1945 to 1947. He calls Lufkin, Texas home.



**ROBERT WATKINS**, 43, joined the SIU in 1976 in the port of Norfolk, Va. A native of Wilmington, N.C., he sailed as a captain. Boatman Watkins retired to Leland, N.C.

**GREAT LAKES**



**MISSED ALI**, 64, joined the union in 1971 in the port of Detroit. Born in Arabia, he sailed in the steward department. Brother Ali upgraded in 1984. He resides in Dearborn, Mich.

**MOHAMED ALI**, 42, joined the Seafarers in 1970 in the port of Detroit. A native of Arabia, he sailed as a gateman. Brother Ali retired to Dearborn, Mich.

## Letters to the Editor

### Reminiscences from WWII:

#### The Last Attack on Guadalcanal Shipping

Merchant seamen during WWII often referred to voyages in the Pacific as the "vacation run." The Liberty ship *Jane Addams*, operated by the American President Line, could testify to this. Never having suffered any war damage, she was sold for scrap in 1969. However, in 1943 the U.S. Army assigned me aboard to run the commissary or post exchange for one trip. I recall the following incident:

On the night of August 13, 1943, the Liberty troopship *Jane Addams* lay anchored off Guadalcanal when the general alarm sounded. All shipboard activity ceased and an unearthly silence prevailed. The Navy Armed Guard stood ready at their guns. For over a month now, we had been kept on shuttle duty, hauling military cargo between the Solomons and New Hebrides. Not once had the general alarm sounded to remind us of the enemy. The great naval battles of Ironbottom Sound were now history and Guadalcanal was secured. In the planning stage, however, was a landing on Vella Lavella to the north. As part of the task force, the *John Penn* (APA-23) lay anchored close inshore, loading troops and equipment to carry out its mission. At this time our captain paced the bridge somewhat nervously, listening for enemy aircraft.

Captain Cox had received his baptism of fire the first month of the war. Serving as first officer on the *Ruth Alexander*, the liner, fleeing Manila, came under air attack at the entrance to Makassar Straits and was quickly sent to the bottom. Our captain hoped the *Jane Addams* might outlast the war. Named after a heroic woman who devoted her life to lending hope to the bereft and disinherited of Chicago, the ship so far had led a charmed life.

Around 2000 hours, a deadly explosion split the air and we watched the *John Penn* burst into flames. Soon, small craft, silhouetted against the flames, circled the doomed ship trying to save men struggling in the water. This inferno was started when

a single enemy plane dropped out of the clouds overhanging the island and glided noiselessly into the superstructure of the *John Penn*. By 2150 hours, the flames were extinguished, but so was the ship. The next morning, burned bodies were found washed up on the nearest beach.

This was the last recorded attack on shipping in the Guadalcanal anchorage.

Richard G. Morris  
San Mateo, Calif.



#### Memories of Ore Line Days

This letter contains a flood of nostalgia. It was brought on by the recent letters and articles in the *LOG* about the old days. Golly, a mountain of memories came forth.

Do you remember Bull Line, South Atlantic, Waterman, Isthmian, Ore Line? Especially Ore Line and the port of Baltimore SIU hall at 12 N. Gay St. . . .

By today's standards, Ore Line ships were unique. Remember *Bethore*, *Steele*, *Firmore* and their fire-tube boilers, fusible plugs, twin screws and wooden decks aft?

And then there was the first trip. This was an experience second to none for me. Certainly, it has been the highlight of my 63 years on this old globe.

On July 18, 1947, just after the 11 o'clock job call, Al Stansbury, shipping dispatcher at the Baltimore hall, walked up to me and handed me my shipping card. He said, "Hey, kid. Here's a wiper's job on the *Muncie Victory*. Go down to the customs house and sign on. Then get down to the ship. She is at the Port Covington Grain Pier."

That job, ship and trip turned out to be the best of all for a 17-year-old kid just out of high school and as green as the West Virginia hills from which he came.

Where are the guys from the *Muncie Victory*? Where are you—Pat Delaney, George Roach, Johnny Long, Tex Morton, Eric Joseph? It has been almost 46 years since we beat South Atlantic's other Vic-

tory (*Duke*) in a race to Rotterdam.

And the Liberty ships that would roll even at the dock. You must remember them. They were so numerous it was almost impossible not to ship out on one. I even got a chance to sail on one a few months before turning 18 years old. Where are you guys from that ship, Isthmian's *Winthrop L. Marvin* around-the-world in 1947-1948?

Merchant seamen have the best jobs in the world, and if they sail SIU, they have the best union and conditions possible. I am glad my number two son chose a career at sea and with the union. He left the Navy after five years to go to Piney Point and has sailed SIU for the last 16 years. I hope one of my grandsons carries on for us. I'm seriously suggesting it to them even now.

Ted Vargas  
Princeton, W. Va.



#### A Member Sends a Salute To the Crew of the Tug Virginia

Presently I'm enrolled in an upgrading course at the Lundeberg School. This is my fifth time attending the school. Each time I return, I observe improvements. I'm particularly impressed with the professional responsibility of the staff. Everyone knows his or her mission and sticks to it.

I'm very proud to be a part of the SIU and will continue to improve the industry by taking advantage of the educational opportunities.

In the February 1993 edition of the *LOG*, I read with pride about a Crescent Towing tug [*Virginia*] crew in Savannah, Ga. The crew, through its expertise in firefighting, was able to save the lives of the entire crew as well as save the vessel.

This is a good example of being prepared for an unpredictable occurrence. I commend the crew and wish to encourage all SIU members to be prepared for such situations. The life you save may be your own.

Al Schmitt  
New Orleans, La.

## 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.



#### Karlak Thanks the Welfare Plan

Every union has its officials for contract talks, settling beefs, safety talks, etc. But little is said of the Welfare Plan personnel.

I have been—and still am—dealing with them concerning a number of medical problems. I feel they do a terrific job for the members each day.

My dealings with them started in 1987 due to a back problem in July, then an eye problem in December.

Before any monies are paid out to doctors and hospitals, the Plan goes over the records with a fine-tooth comb. It seems a \$500 fee was charged for treatments that were never called for while [I was] hospitalized with the back problem. This fee was never paid by the Plan or myself. I feel the Plan saved me the fee by checking the records and finding the error. . . .

Whenever I receive any bill or statement, I make copies to keep and send the originals to the Plan, including letters. Doing this turned out to be very helpful and I suggest that other members do the same. . . .

Whenever speaking with the Plan by phone, I find them very polite and helpful in explaining my situation. Recently I had a problem with the billing department of an eye clinic. Calling the Plan and giving them the phone number of the clinic, the Plan called and I never had to get involved again.

With all the services I've had, I can't remember them all. So I put them in a small book to carry whenever I go for an appointment. This is very helpful for the Plan in having the correct information whenever needed.

Editor, I'll have to sign off due to "typewriteritis" of the fingers which the Plan doesn't cover. I'm the fastest two-finger-plus-thumb typist the union has in retirement—and getting faster.

The Plan deserves a lot of praise for the great job they do each day.

Walter Karlak  
Woodside Queens, N.Y.

## 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.

**LONG LINES** (Transoceanic Cable), November 24—Chairman P. Amper, Secretary M. Bonsignore. Chairman encouraged crew to vote in presidential election and take advantage of educational facilities at Lundeberg School. Secretary informed members that teachers at Piney Point are excellent. Treasurer reported \$500 in ship's fund. No beefs or disputed OT reported. Crew asked contracts department to look into additional medical benefits for members and families. Next port: Astoria, Ore.

**COURIER** (Vulcan Carriers), January 17—Chairman Seymour Yaras, Secretary Richard Brumage, Educational Director Adrian Saavedra. Chairman reminded crew not to play radios loudly. Educational director advised members they need benzene tests for continued tanker sailing. Deck delegate reported disputed OT. Engine delegate reported beef. No beefs or disputed OT reported by steward delegate. Crew reported mail not being received and TV and VCR need repairs.

**FRANCES HAMMER** (OCCI), January 3—Chairman Larry Manry, Secretary Janet Price, Educational Director Terry Jacobsen, Deck Delegate Kevin Hare, Engine Delegate John Kasbarian, Steward Delegate Toyo Gonzales. Chairman reported refrigerators have not been delivered. He announced vessel was in shipyard from September to November. Secretary advised members to get benzene test. Treasurer reported \$441 in ship's fund. No beefs or disputed OT reported. Crew reported Christmas card from SIU received. Members said they appreciate thoughts and were impressed with union's original card. Crew asked contracts department to look into increase in manning size. Crew thanked company for promptly sending Christmas mail. Next port: Mormugao, India.

**LNG LIBRA** (ETC), January 10—Chairman Billie Darley, Secretary Alexander Reyer, Educational Director O. Sessions, Deck Delegate George Kebbis, Engine Delegate Mark Glinka, Steward Delegate Henry Daniels. Chairman asked night watchstanders to keep noise level low. He reminded crew to work safely and stay alert. Educational director encouraged members to upgrade at Piney Point. Treasurer reported \$1,000 in ship's fund and \$2,000 in movie and book fund. No beefs or disputed OT reported. Crew reported Seafarers LOGs received. Next port: Arun, Indonesia.

**SEA-LAND EXPEDITION** (Sea-Land Service), January 17—Chairman Joseph Mele, Secretary Edgar Vazquez, Educational Director D. Beeman. Chairman announced vessel to shipyard at end of month. He reported everything running smoothly. Secretary thanked utility crew, especially Luis Rivera, for keeping ship clean. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew asked contracts department to look into increased vacation time. Crew gave vote of thanks to steward department for job well done.

**SENATOR** (Crowley American Transport), January 31—Chairman D. Wagner, Secretary J.F. Miller, Educational Director M. Scinto, Deck Delegate Michael Duggan, Engine Delegate William Owings, Steward Delegate Robert Lang. Chairman announced payoff and reminded crew to take care of plastics properly. Secretary reminded crew to lock doors in port. Educational director encouraged members to donate to SPAD and upgrade at Paul Hall Center. Deck delegate reported disputed OT. No beefs or disputed OT

reported by engine or steward delegates. Crew thanked galley gang for fine cookouts. Next port: Port Everglades, Fla.

**AMERICAN CORMORANT** (Pacific Gulf Marine), February 15—Chairman C. Simmons, Secretary D.K. Goggins, Deck Delegate Charles Klim, Engine Delegate L. Parker, Steward Delegate Mariano Moreira. Educational director encouraged each crewmember to upgrade skills and become best possible seafarer. Treasurer reported \$270 in ship's fund. No beefs or disputed OT reported. Crew thanked steward department for job well done and fine cookout. Next port: Mombasa, Kenya.

**CAPE HENRY** (IOM), February 24—Chairman Thomas Votsis, Secretary Al Holland, Engine Delegate Troy Fleming, Steward Delegate R.C. Catahan. Chairman reported no beefs or disputed OT. Crew thanked Seattle Patrolman Hermando Salazar for updating members. Crew thanked for contributing to Maritime Defense League. Crew gave vote of thanks to steward department for job well done and deck department for garbage sorting. Next port: Honolulu.

**FRANCES HAMMER** (OCCI), February 15—Chairman Larry Manry, Secretary J. Price, Educational Director Terry Jacobsen. Chairman asked contracts department for clarification of holidays. Educational director advised members to look at new course schedule in Seafarers LOG for upgrading at Piney Point. He urged crewmembers to upgrade as soon as possible. Treasurer reported \$526 in ship's fund and announced purchase of bicycles. No beefs or disputed OT reported. Chairman reminded crew to leave keys in room when signing off ship and put lids on garbage barrels on second deck after use. Crew thanked galley gang. Next port: Bombay, India.

**INGER** (Sealift Bulkers), February 21—Chairman Stanley Jan Dora, Secretary Vincent Sanchez, Deck Delegate W. Chestnutt, Engine Delegate J.A. Burkette, Steward Delegate E. Alvarez. Chairman reported company thanked deck department for good work. No beefs or disputed OT reported. Seafarers LOGs distributed. Next port: New Orleans.

**INGER** (Sealift Bulkers), February 28—Chairman Stanley Jan Dora, Secretary Vincent Sanchez, Deck Delegate W. Chestnutt, Engine Delegate J.A. Burkette, Steward Delegate E. Alvarez. Chairman announced inspection when ship arrives in U.S. He thanked deck department for cleaning and stowing grain bags. No beefs or disputed OT. Next port: New Orleans.

**ITB BALTIMORE** (Sheridan Transportation), February 28—Chairman J. Rogers, Secretary A. Hagan, Educational Director Paul Honeycutt, Deck Delegate Tony Heindolt, Engine Delegate A. Alfaqeh, Steward Delegate John Padilla. Chairman announced new ice machine received. No beefs or disputed OT reported. Next port: Houston.

**LIBERTY WAVE** (Liberty Maritime), February 23—Chairman Sonny Pinkham, Educational Director David Dunklin, Deck Delegate Joseph Korchak, Engine Delegate B. Santana, Steward Delegate Victor Lacay. Educational director encouraged members to upgrade skills at Lundeberg School. No beefs or disputed OT reported. Crew requested copy of contract for ship. Crew gave vote of thanks to steward department for job well done. Next port: New Orleans.

**OMI DYNACHEM** (OMI Corp.), February 19—Chairman Larry

Kunc, Secretary Steven Wagner, Educational Director Randy Snay, Deck Delegate Billy Hill, Engine Delegate Richard Rodgers, Steward Delegate P.R. Mena. Chairman announced payoff upon arrival. Chairman also reported new dryer to be received and thanked deck department for job well done. Secretary asked contracts department how new Family Leave Act will affect maritime industry. Educational director reminded members to upgrade skills at Paul Hall Center. Treasurer reported \$124 in movie fund. Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegates. Crew asked contracts department to look into paid transportation for trip relief. Crew thanked galley gang for job well done. Next port: Los Angeles.

**OVERSEAS ALASKA** (Maritime Overseas), February 13—Chairman John Zepeda, Secretary D. De-Cesare, Educational Director C.K. Dunnivant, Deck Delegate B. Riddick, Engine Delegate John Cooper, Steward Delegate Malcolm Holmes. Chairman announced payoff and reported letter received from headquarters. Educational director encouraged members to take advantage of opportunity to upgrade at Piney Point. Treasurer reported \$50 in ship's fund. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Crew asked contracts department to look into change in sea time and ship leave time. Crew requested another dryer and chief pumpman gave vote of thanks to steward department for excellent meals. Next port: New Orleans.

**OVERSEAS NEW YORK** (Maritime Overseas), February 14—Chairman T. Alanano, Secretary Toke Dansley Jr., Deck Delegate William Jackson, Engine Delegate Robert Santos, Steward Delegate Dennis Skretta. Chairman requested crew separate plastics from garbage. Secretary encouraged members who have never attended Paul Hall Center to upgrade skills to do so. No beefs or disputed OT reported. Crew thanked galley gang for job well done. Crew reminded to bring trash to galley window and clean up after themselves in lounge and mess hall. Next port: Honolulu.

**PATRIOT** (Vulcan Carriers), February 11—Chairman Ralph Gibbs, Secretary J. Williams, Deck Delegate Jeffrey Mateer, Steward Delegate Lovell McElroy. Secretary reported crew involved in rescue mission of Panamanian-flagged *East Wood*. Captain and crew were honored by Coast Guard Rear Admiral W.C. Donnell. Educational director urged members to upgrade skills at Lundeberg School. Treasurer reported \$400 in ship's fund. Crew agreed to use \$300 to receive Armed Forces radio station via satellite at sea. Deck delegate reported bathrooms and water fountain need repair. No beefs or disputed OT. Crew reported outdoor dinner enjoyed by all and looking forward to future dinners.

**PFC EUGENE A. OBREGON** (Waterman Steamship), February 14—Chairman B.G. Hutcherson, Secretary T. Piazza, Educational Director J. Laratta, Deck Delegate Fred Hunter, Engine Delegate Robert Rester, Steward Delegate George Carter. Beef reported by deck delegate. No beefs or disputed OT reported by engine or steward delegate. Crew thanked steward department for job well done.

**RALEIGH BAY** (Sea-Land Service), February 28—Chairman A. Mohsin, Secretary R. Malozi, Educational Director V. Carpi, Deck Delegate C. Whitehead, Engine Delegate J. Coombs, Steward Delegate G. Vortse Jr. Chairman announced payoff in Elizabeth, N.J. and discussed current Piney Point courses for members. Secretary reported new vacuum and cushions for lounge ordered. Educational director stressed importance of upgrading skills at Paul Hall Center. No beefs or disputed OT. Chairman distributed Seafarers LOGs and Piney Point course schedule. Crew requested new recliners and juice machine for lounge. Next port: Boston, Mass.

**SAM HOUSTON** (Waterman Steamship), February 28—Chairman Carlos Canales, Secretary Ernie Holt,

Deck Delegate Bennie Spencer, Engine Delegate William Smith, Steward Delegate Nelson Corey Jones. Chairman announced next port will be Alexandria, Egypt. Secretary reported vacation forms received from headquarters and encouraged crew to donate to SPAD. Educational director urged members to upgrade at Lundeberg School. Treasurer reported \$290 in ship's movie fund. No beefs or disputed OT reported. Discussion held on questionnaire from SIU headquarters concerning dates of receipt of Seafarers LOG. Crew asked contracts department to look into changing requirements for retirement. Crew reported requested box springs not received. Crew gave vote of thanks to steward department for job well done.

**SAMUEL L. COBB** (Ocean Shipholding), February 14—Chairman H.G. Bentz, Secretary R. Crawford, Educational Director R. Kindred, Deck Delegate Joerg

Smith, Deck Delegate Juan Ayala, Engine Delegate Sima Padilla, Steward Delegate Genaro Rivera. No beefs or disputed OT reported. Crew asked contracts department to look into vacation requirements. Crew gave vote of thanks to galley gang.

**SEA-LAND CONSUMER** (Sea-Land Service), February 7—Chairman D. Tetchman, Secretary G. Boop, Educational Director B. Connel. Chairman thanked steward department for job well done. Treasurer reported \$600 in ship's fund. Crew reported 15 new movies and complete movie list. On Monday, February 8, per request of his family, with crew in attendance, flag of vessel was lowered to half-mast, as ashes of Brother Anthony Frank Nottage Sr. were spread upon the sea at longitude 144.70 west and latitude 42.59.3 north. Ship's captain led farewell prayers.

### Sailing the Asian Route



Crewmembers aboard the LNG Aries were able to get a view of the dock area in the port of Arun, Indonesia recently. They are, from left to right, Steward Assistant Jose Guzman, Chief Steward Doyle Cornelius, Steward Assistant Derek Varnado, Steward Assistant Arlene Ringler and Chief Cook Udjang Nurdjaja.

Witte, Engine Delegate Rodney Pontiff, Steward Delegate Tom Barrett. Chairman discussed importance of donating to SPAD and great opportunities available for members at Piney Point. No beefs or disputed OT reported. Seafarers LOGs distributed. Crew thanked President Michael Sacco for doing great job for all SIU members.

**SAMUEL L. COBB** (Ocean Shipholding), February 28—Chairman H.G. Bentz, Secretary R. Crawford, Educational Director Russell Kindred, Deck Delegate Joerg Witte, Engine Delegate Rodney Pontiff Sr., Steward Delegate Tom Barrett. Chairman praised crew for very clean and well fed ship with true SIU style. He discussed excellent union leadership from President Michael Sacco and down through ranks and thanked all SIU officials for jobs well done. Chairman also discussed importance of donating to SPAD and informed crew that meetings will be held every Sunday. He passed around Piney Point brochure and encouraged members to upgrade at Paul Hall Center. He stated how proud he was to be an SIU member. No beefs or disputed OT reported. Next port: Singapore.

**SEA-LAND ANCHORAGE** (Sea-Land Service), February 18—Chairman Gary Walker, Secretary L. Lightfoot, Deck Delegate Rick Campbell, Engine Delegate J.R. Day, Steward Delegate William Bryley. Chairman announced payoff. Secretary reminded crew to be alert when departing or returning to vessel when cargo is being worked. No beefs or disputed OT reported. Seafarers LOGs distributed. Educational director discussed scholarship program and encouraged members to take advantage of educational opportunities at Lundeberg School. Entire crew thanked steward department for fine food and creative salad bar and chief electrician for rewiring new broiler in galley. Next port: Tacoma, Wash.

**SEA-LAND CHALLENGER** (Sea-Land Service), February 8—Chairman Jerome Williams, Secretary N. Dube, Educational Director R.

**SEA-LAND DEVELOPER** (Sea-Land Service), February 21—Chairman P. Gallagher, Secretary F. Sison, Educational Director J. Ross, Deck Delegate T. Churchman, Engine Delegate J. Paminiano, Steward Delegate James Boss. Chairman reported smooth trip with happy crew. Educational director urged members to take advantage of Piney Point and donate to SPAD. Treasurer reported \$60 in ship's fund. No beefs or disputed OT reported. Crew reported that, thanks to training at Piney Point, AB Steve Baker saved life of AB Rod Clark by using skills to dislodge large piece of meat stuck in Clark's throat. Crew wished a happy 25th anniversary to QMED J. Paminiano and his wife. Steward department given vote of thanks. Next port: Tacoma, Wash.

**SEA-LAND ENDURANCE** (Sea-Land Service), February 27—Chairman M. Johnson, Secretary J. Freeman, Educational Director G. Eyosevich. Chairman reported smooth sailing and reminded members to use upgrading opportunity available at Lundeberg School. Treasurer reminded crew to save aluminum cans for recycling. No beefs or disputed OT reported. Crew asked contracts department to look into increase in dental and optical coverage. Crew requested seat for quartermaster on bridge and asked bosun be put on day work.

**SEA-LAND EXPEDITION** (Sea-Land Service), February 24—Chairman Paulino Flores, Secretary Edgar Vazquez, Educational Director D. Beeman. Chairman reported smooth sailing. Ship scheduled for shipyard in Norfolk, Va. Educational director advised members to upgrade at Paul Hall Center. No beefs or disputed OT reported.

**SEA-LAND EXPLORER** (Sea-Land Service), February 14—Chairman O. Wiley Jr., Secretary D. Clay, Educational Director G. Pollard-Lowsley, Engine Delegate J.R. Miller. Chairman reported smooth sailing and thanked steward department for good job. Engine delegate reported disputed OT. No beefs or

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## Ships Digest

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disputed OT reported by steward or deck delegates. Crew asked contracts department to look into maintaining wage status, eye and dental care and better health care package. Next port: Long Beach, Calif.

**SEA-LAND EXPRESS** (Sea-Land Service), February 11—Chairman J. Lundborg, Secretary R. Maddox, Educational Director A. Bell, Deck Delegate R. Caruthers, Engine Delegate J. Couvillion, Steward Delegate D. Flunker. Chairman urged members to support union. Secretary reminded members to upgrade at Lundeberg School. Deck and steward delegates reported beef. No beefs or disputed OT reported by engine delegate. Next port: Tacoma, Wash.

**SEA-LAND HAWAII** (Sea-Land Service), February 28—Chairman J. Carter, Secretary J. Jones, Educational Director J. Del Reo. No beefs or disputed OT reported. Crew thanked Steward/Baker Jones and galley gang and wished Jones a happy vacation. Chairman reminded crew of purpose of SPAD and urged donations. Next port: Oakland, Calif.

**SEA-LAND INDEPENDENCE** (Sea-Land Service), February 3—Chairman Francis Adams, Secretary Nancy Heyden, Educational Director Chris Devonish, Deck Delegate Victor De Jesus, Engine Delegate Salen Ali, Steward Delegate Cecil Gubish. Chairman reported smooth sailing and encouraged members to write representatives and senators urging their support of stronger merchant marine fleet. He reported relief over having Democrat as president and thanked all union members who helped campaign. Secretary reported everything running smoothly. Educational director reminded members to upgrade at Piney Point and get GED if needed. Treasurer thanked Tom "Mad Mikey" Bullen for Charles Gibbens tapes on investments. He reported new treasurer to be elected and \$60 in ship's fund. Engine delegate reported beefs and disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew thanked Mr. Tom, manager of Seaman's Club in Yokohama, for bringing *Seafarers LOGs*. Chairman reminded crew to rewind tapes and put back in their jackets. Captain ordered new VCR. Next port: Long Beach, Calif.

**SEA-LAND PACIFIC** (Sea-Land Service), February 7—Chairman Lothar Reck, Secretary G.M. Bronson, Educational Director Michael Powell. Chairman encouraged members to keep rooms clean at all times and support SPAD. Secretary reported 25 movies were brought by DEU Scott Melle in Kaohsiung. Educational director urged members to upgrade at Lundeberg School. Treasurer reported \$60 in ship's fund and \$50 in movie fund for next trip. Disputed OT noted by deck, engine and steward delegates. Crew reported no mail service in Kaohsiung or Oakland, Calif. Crew thanked steward department for pleasant voyage and shipyard stay. Chairman thanked crew for job well done while ship was in Kaohsiung. Next port: Tacoma, Wash.

**SEA-LAND PRODUCER** (Sea-Land Service), February 21—Chairman J. Edwards, Secretary L. Hoffman, Deck Delegate L. Thompson, Engine Delegate L. Diaz, Steward Delegate M. Abdullah. Chairman announced TV antenna switched from engineer lounge to crew lounge for reception in individual crew rooms. He noted Oakland stay to be approximately 12 hours. Educational director urged everyone to upgrade at Paul Hall Center. Treasurer reported \$55 in ship's fund. No beefs or disputed OT reported. Crew asked contracts department to look into wage increase. Crewmembers were requested to be more quiet when returning to ship. Next port: Honolulu.

**SEA-LAND SPIRIT** (Sea-Land Service), February 14—Chairman Rafael Clemente, Secretary S. Apodaca, Educational Director C. Henley, Deck Delegate Stephen Barry, Engine Delegate Phil Parent, Steward Delegate Fagallo Maliga. Educational delegate suggested cabinet in steward's office be used for movies. Engine delegate reported disputed OT. No beefs or disputed OT by engine or steward delegates. Crew reported barbells and universal gym to be bought with ship's fund. Crew thanked galley gang for job well done. Next port: Honolulu.

**SEALIFT INDIAN OCEAN** (IMC), February 28—Chairman C. Leycock, Secretary T. Winkler, Educational Director R. Gaglioti, Deck Delegate Luis Malave, Engine Delegate Michael Ricci. Educational director reminded members to upgrade at Lundeberg School. Treasurer reported \$196 in ship's fund. Beefs and disputed OT reported by deck department. No beefs or disputed OT reported by engine or steward delegate. Crew asked for more communication with union. Crew requested chairs for mess hall and lounge. VCR and TV in need of repair. *Seafarers LOGs* distributed.

**SEALIFT PACIFIC** (IMC), February 24—Chairman announced ship headed toward Turkey. Treasurer reported \$19 in ship's fund. No beefs or disputed OT reported. Next port: Houston.

**UST PACIFIC** (IOM Corp.), February 14—Chairman W. Csapo, Secretary N. Evans, Educational Director F. Durand, Deck Delegate H. Macip, Engine Delegate G. Mazza, Steward Delegate A. Jackson. Chairman reported smooth sailing and deck and engine departments will receive one hour per week for doing room sanitation. Educational director reminded crew to check out one movie at a time, rewind and return it to correct place. Treasurer reported \$292 of ship's fund to be donated toward TV satellite system. No beefs or disputed OT reported. Crew asked contracts department to look into retirement after 20 years of sea time and clarify sea time needed for members. Crew also asked contracts department to look into improvements in dental plan. Crew was asked to help keep mess hall clean. Steward department received vote of thanks from crew.

**1ST LT. BALDOMERO LOPEZ** (Amsea), March 9—Chairman Robert Johnson, Secretary Bruce Barbeau, Educational Director William Arnost, Deck Delegate Scott Wilson, Engine Delegate Robert

Rudd, Steward Delegate Isaac Mercado. Chairman reported General Dynamics no longer owns Amsea. International Shipholding Co. is now the parent company and there have been no personnel changes. Educational director passed out Lundeberg School course schedule and encouraged all members to upgrade at Piney Point. Treasurer reported \$208 in ship's fund. No beefs or disputed OT reported. Crew asked contracts department to look into why ships do not observe Martin Luther King holiday. Chairman announced payoff. Crew discussed possible purchase of free-weights. Chairman thanked steward department for efforts during holiday season. Bosun congratulated crew on professionalism during underway replenishment drill. Next port: Guam.

**GLOBAL SENTINEL** (Transoceanic Cable), March 20—Chairman J. Olson, Secretary K. Rosiek, Educational Director Cliff McCoy, Deck Delegate Ray Dailey, Steward Delegate Diana Nason. Chairman announced while vessel docked in Baltimore, crewmembers must board other cable ships to read posted messages from company. Treasurer reported \$91 in crew's fund. Disputed OT reported by deck, engine and steward delegates. No beefs reported. Crew reported they want more safety meetings. Next port: Baltimore.

**ITB NEW YORK** (Sheridan Transportation), March 7—Chairman Patrick Ray, Secretary R. Hicks, Educational Director James Carnell. Chairman thanked crew for job well done and announced payoff. He reported smooth sailing and thanked steward department for keeping mess hall and galley clean at night. Educational director urged members to upgrade at Paul Hall Center. No beefs or disputed OT reported.

**1ST LT. JACK LUMMUS** (Amsea), March 7—Chairman S. Melendez, Secretary L. Oram, Educational Director S. Anderson, Deck Delegate P. Happel, Steward Delegate E. Lorel. Chairman read Telex from contracts department concerning hazardous duty pay. J. Watson elected new chairman after crew change. Chairman discussed union benefits and stressed leaving information at home for family. Educational director stated importance of continuing education and always striving to better oneself. New educational director to be elected at next meeting. Treasurer reported \$287 in ship's fund. No beefs or disputed OT reported. Chairman commended crew for good trip and told members they were backbone of ship. He said "hats off" to galley gang for serving 14,741 meals during voyage. Next port: Seychelles, B.D.A.

**LAWRENCE H. GIANELLA** (Ocean Shipholding), March 14—Chairman T. Lasater, Secretary D. Cunningham, Educational Director J. Kelly, Deck Delegate Franz Brooks, Engine Delegate E. Lacunza, Steward Delegate M. Ketchem. Chairman reported smooth sailing. He reminded crew that because ship is in Diego Garcia, at least 3 weeks lead time is required for reliefs. He encouraged crew to use delegates and keep problems from going topside. With Clinton in office, chairman said maritime industry will improve. Treasurer reported \$346 in ship's fund. Educational director encouraged members to take advantage of programs available at Lundeberg School. No beefs or disputed OT reported. Chairman encouraged crew to take advantage of island activities such as sailing, boating, swimming and bowling. Crew gave vote of thanks to galley gang for job well done. Crew reported \$50 donated to Seaman's Club for party, and company will match money for purchase of fishing gear, drop lines only. Crew requested new pillows and net for basketball court to keep balls from going over side. Next port: Diego Garcia.

**LONG LINES** (Transoceanic Cable), March 17—Chairman P. Amper, Secretary M. Bonsignore, Educational Director M. Las Duce, Deck Delegate F.A. Gonsalves, Steward Delegate P. Parisi. Treasurer reported \$500 in ship's fund. No beefs or disputed OT. Crew requested daily bus shuttle to and from Seattle. Crew requested steak knives, soup spoons, variety of breakfast juices, Kool-aid instead of fruit

syrups, and more ice cream and fresh fruit. Next port: Seattle.

**OMI SACRAMENTO** (Vulcan Carriers), March 7—Chairman Ray Gorju, Secretary Raul Cavalcanti, Educational Director Alex Resendez, Deck Delegate Francisco Orta, Steward Delegate Earl Mathews. Chairman reminded members to upgrade skills at Paul Hall Center to further advance careers and earning potential. He reminded crewmembers signing off to clean rooms and leave keys for relief. Treasurer reported \$650 in movie fund. No beefs or disputed OT reported. Crew asked contracts department to look into pay increases. Next port: New Orleans.

**OVERSEAS ALASKA** (Maritime Overseas), March 10—Chairman John Zepeda, Secretary Donna DeCesare, Educational Director Gary Pratts, Deck Delegate Irvin Crutchlow, Engine Delegate Trent Sterling, Steward Delegate Malcolm Holmes. Chairman announced payoff upon arrival March 13. Educational director urged members to upgrade at Piney Point and reminded crew to report all hazardous conditions immediately. Treasurer reported \$50 in ship's fund. Engine and steward delegates reported disputed OT. No beefs or disputed OT reported by deck delegate. Crew reported second dryer for laundry to be received. Crew requested new TV antenna for lounge. Crew asked where new movie supply is. Next port: San Francisco.

**OVERSEAS OHIO** (Maritime Overseas), March 2—Chairman George Schuj, Secretary Earl Gray, Educational Director D. Bautista, Deck Delegate Pete Kouchy, Engine Delegate William Behan, Steward Delegate Shari Smitson. Chairman reported he would pick up informational packets in port and go by union hall. Educational director advised members to attend Piney Point to upgrade skills. No beefs or disputed OT. Steward department thanked by crew for job well done. Next port: Honolulu.

**OVERSEAS WASHINGTON** (Marine Overseas), March 17—Chairman T. Koebel, Deck Delegate Jeff Kass, Engine Delegate Scott Wilkinson, Steward Delegate Mike Bubaker. Chairman stressed importance of political donations supporting maritime legislation with new administration. No beefs or disputed OT reported. Crew requested new VCR for crew lounge. Crew thanked galley gang for good job. Next port: Valdez, Alaska.

**PAUL BUCK** (Ocean Shipholding), March 7—Chairman J. Lisenby, Secretary D. Wuerth, Educational Director J. Robins, Deck Delegate Jack Cochran. Chairman urged members to obtain upgrading forms and apply for upgrading courses at Lundeberg School. Secretary reported mail service slow and faster service from company requested. No beefs or disputed OT reported. Delegates reported good working conditions. Chairman reminded crew to notify department heads of any problems in work areas or staterooms so repairs can be made. Crew reported barbecues held often and quality of life among crew excellent. Next port: Dubai, U.A.E.

**ROBERT E. LEE** (Waterman Steamship), March 8—Chairman William Penney, Secretary S. Ingram. Chairman reported ship not receiving *Seafarers LOGs*. Educational director encouraged members to upgrade at Paul Hall Center. Engine delegate reported disputed OT. Steward and deck delegate reported beefs. Crew asked contracts department to look into limiting crewmembers to 6 months per vessel. Crew requested better quality stores on board vessel. Next port: New Orleans.

**SAMUEL L. COBB** (Ocean Shipholding), March 7—Chairman H.G. Bentz, Secretary R.E. Crawford, Educational Director R. Kindred, Deck Delegate Joerg Whitte, Engine Delegate Rodney Pontiffet, Steward Delegate Tom Barrett. Chairman discussed SIU pride and why SIU is best. Chairman reminded crew to think what they can do for union, not just what union can do for them. No beefs or disputed OT. Crew gave vote of thanks to steward department members who are getting off in Singapore. Chairman reminded members to upgrade at Paul Hall Center.

**SEA-LAND DEFENDER** (Sea-Land Service), March 21—Chairman K.C. McGregor, Secretary James Chaney, Educational Director Rolando Gumanas, Deck Delegate R.E. Wagner. Chairman reported crew questions on new contract in June. Educational director reminded mem-

## Sharing Cuisines



Chief Cook Mansour Abdalla often includes some Egyptian specialties in his menus aboard the *Sealift Pacific*.

bers to upgrade at Lundeberg School. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegate.

**SEA-LAND INTEGRITY** (Sea-Land Service), March 7—Chairman N. Pratts, Secretary Pedro Laboy, Educational Director Dennis Baker, Deck Delegate Albert Haarmann, Engine Delegate Philip Zalewski, Steward Delegate Charles Ratcliff. Educational director reminded members to check *Seafarers LOG* for Lundeberg School course schedule. No beefs or disputed OT reported. Crew thanked galley gang for great job. Next port: Elizabeth, N.J.

**SEA-LAND NAVIGATOR** (Sea-Land Service), March 7—Chairman Howard Gibbs, Secretary Louis Nicoud, Educational Director Joseph Callaghan, Deck Delegate Sean O'Doherty, Engine Delegate Robert Zurfluh, Steward Delegate Raymond Garcia. Chairman announced payoff upon arrival March 12. Educational director encouraged members to upgrade skills at Lundeberg School. No beefs or disputed OT reported. Crew requested new locks on room doors and additional ship security to prevent vandalism. Crew thanked galley gang for job well done. Crew gave vote of thanks to OMU Ed Decoucey for his quick thinking when galley area air conditioner caught fire. Crew said it could have been much bigger problem if not for Decoucey's actions. Next port: Oakland, Calif.

**SEA-LAND PATRIOT** (Sea-Land Service), March 7—Chairman S. Evans, Secretary R. Casin, Educational Director R. Hamill, Deck Delegate J. Brooks. Chairman thanked crew for keeping ship clean and reminded everyone not to throw plastic over side or put spray cans in garbage disposal. Educational director urged members to use Paul Hall Center to upgrade skills. He reminded crew to watch safety films and know fire station. No beefs or disputed OT reported. *Seafarers LOGs* received and distributed. Crew thanked steward department for variety in very tasty meals. Next port: Okinawa, Japan.

**SEA-LAND RELIANCE** (Sea-Land Service), March 1—Chairman R.E. McGonagle, Secretary C.M. Modelias, Educational Director Lorraine Penlo, Deck Delegate Thomas Schreder, Steward Delegate J. McCree. Chairman reminded crew to keep watertight doors closed in bad weather. He announced tile ordered for rooms, payoff upon arrival and thanked crew for smooth trip. Secretary thanked entire crew for keeping tidy ship, especially crew lounge, mess hall and salad bar. No beefs or disputed OT reported. Crew thanked galley gang for job well done. Next port: Tacoma, Wash.

## Heading to Diego Garcia



Crewmembers aboard the *Job Stuart* help secure pushboats while stopping at the dock in Singapore enroute to Diego Garcia. From the left are AB Kevin Combs, AB Hank Scott and Bosun Jim Burnnett.

# Final Departures

## DEEP SEA

### DAVID BECK



David Beck, 22, passed away March 18. Born in Beaufort, S.C., he graduated from the Lundeberg

School in 1990. Brother Beck sailed in the steward department. He most recently sailed aboard the *SS Independence* (American Hawaii Cruises) as a waiter.

### HENRY BRADLEY

Pensioner Henry Bradley, 89, died February 1. A native of Orangeburg, S.C., he joined the Marine Cooks and Stewards (MCS) in 1946, before that union merged with the Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Bradley began receiving his pension in November 1970.

### BENNY CALLIORINA



Pensioner Benny Calliorina, 87, passed away March 13. Born in the Philippines, he joined the Seafarers in 1944 in the port of New York. He sailed as a chief cook. Brother Calliorina retired in August 1969.

### JEROME CHAPKEWITZ



Pensioner Jerome Chapkewitz, 64, died February 21. A Brooklyn, N.Y. native, he joined the union in 1955

in the port of New York. He sailed in the steward department. Brother Chapkewitz began receiving his pension in March 1987.

### FREDDIE DAVOCAL



Pensioner Freddie Davocal, 80, passed away February 13. Born in Philadelphia, he joined the SIU in 1961

in the port of Seattle. Brother Davocal sailed in the steward department. He retired in June 1977.

### FRANK DISTEFANO

Pensioner Frank Distefano, 56, died March 7. A California native, he joined the Marine Cooks and Stewards in 1962 in the port of San Francisco, before that union merged with the AGLIWD. Brother Distefano began receiving his pension in December 1968.

### JOHN DONALDSON

Pensioner John Donaldson, 66, passed away April 3. Born in Milwaukee, he joined the Seafarers in 1961 in the port of Houston. He sailed as a bosun. Brother Donaldson retired in February.

### MEYER EDELSON

Pensioner Meyer Edelson, 75, died January 28. A California native, he joined the MCS in 1968 in the port of San Francisco, before that union merged with the AGLIWD.

Brother Edelson began receiving his pension in January 1979.

### ANTHONY EVANOSICH



Pensioner Anthony Evanosich, 64, passed away February 28. He joined the union in 1957

in his native Philadelphia. He sailed as a deck engine utility. Brother Evanosich retired in April 1992.

### BERNARD FALK



Pensioner Bernard Falk, 75, died March 27. A native of Poland, he joined the SIU in 1955 in the port of New York.

He sailed in the steward department. Brother Falk began receiving his pension in August 1974.

### RENE HIDALGO



Pensioner Rene Hidalgo, 80, died March 24. Born in Youngsville, La., he joined the union in 1962 in the

port of New Orleans. He sailed as a cook/baker. Brother Hidalgo retired in August 1979.

### ROY JUSTICE

Pensioner Roy Justice, 65, passed away February 7. A Texas native, he joined the SIU in 1952 in the port of Houston. He sailed as a QMED. Brother Justice upgraded at Piney Point in 1980. He began receiving his pension in July 1990.

### WU CHI KING



Pensioner Wu Chi King, 71, died March 27. A native of Beijing, China, he joined the MCS in 1972 in the port of

San Francisco, before that union merged with the AGLIWD. Brother King retired in December 1980.

### EDWARD LESSOR



Pensioner Edward Lessor, 82, passed away February 22. Born in Shelburne, Vt., he joined the Seafarers in

1945 in the port of Boston. Brother Lessor sailed in the deck department. He upgraded frequently at the Lundeberg School. Brother Lessor began receiving his pension in November 1975.

### ANTONIO MANESIS



Pensioner Antonio Manesis, 82, passed away March 26. Born in Andros, Greece, he joined the

SIU in 1957 in the port of San Francisco. He sailed in the engine

department. Brother Manesis began receiving his pension in August 1969.

### AMBROSE MAGDIRILA

Pensioner Ambrose Magdirila, 85, died February 26. A native of the Philippines, he joined the union in 1942 in the port of Philadelphia. He sailed in the steward department. Brother Magdirila retired in November 1972.

### HAROLD MCALEER



Pensioner Harold McAleer, 79, died March 24. A Haverhill, Mass. native, he joined the Seafarers in 1950 in the

port of New York. He sailed as a chief cook. Brother McAleer served in the U.S. Army from 1941 to 1945. He retired in January 1981.

### JAMES MESSEC



Pensioner James Messec, 71, passed away March 9. He joined the union in 1955 in his native Baltimore.

Brother Messec sailed in the engine department. He upgraded at Piney Point in 1970. Brother Messec served in the U.S. Army from 1939 to 1945. He began receiving his pension in December 1983.

### CARL NELSON



Pensioner Carl Nelson, 68, died February 17. A native of Michigan, he joined the SIU in 1968 in the port of

Seattle. He sailed in the engine department. Brother Nelson served in the U.S. Army from 1943 to 1945. He retired in May 1973.

### STAN O'BRIEN



Pensioner Stan O'Brien, 80, passed away March 14. Born in Canada, he joined the Seafarers in 1961 in the

port of New York. He sailed in the engine department. Brother O'Brien began receiving his pension in August 1977.

### ROBERT OZOLINS



Pensioner Robert Ozolins, 84, died March 20. Born in Riga, Latvia, he joined the union in 1967 in the port of

New York. He sailed in the engine department. Brother Ozolins retired in July 1976.

### FABIOUS RICORD



Fabious Ricord, 53, died April 1. He joined the SIU in 1968 in his native New Orleans. Brother Ricord sailed

as a QMED. He upgraded at the Lundeberg School frequently.

### FRANK PITTS

Pensioner Frank Pitts, 88, passed away July 31, 1992. A Maryland native, he joined the MCS in 1945, before that union merged with the AGLIWD. Brother Pitts began receiving his pension in September 1966.

### JUAN RODRIGUEZ

Pensioner Juan Rodriguez, 78, passed away March 20. Born in Puerto Rico, he joined the Seafarers as a charter member in 1938 in the port of Baltimore. He sailed as a chief cook. Brother Rodriguez upgraded frequently at Piney Point. He retired in October 1985.

### AARON SASSER



Pensioner Aaron Sasser, 78, died February 23. A Georgia native, he joined the union in 1955 in the port of Baltimore.

He sailed in the engine department. Brother Sasser served in the U.S. Army from 1938 to 1940. He began receiving his pension in October 1974.

### WILLIAM SMITH



Pensioner William Smith, 68, passed away February 20. Born in Maryland, he joined the SIU in 1963

in the port of Baltimore. He sailed in the deck department. Brother Smith served in the U.S. Army from 1948 to 1951. He retired in August 1977.

### EXEQUIEL TIONG



Pensioner Exequiel Tiong, 70, died July 2, 1992. Born in Philadelphia, he joined the Seafarers in 1947 in the

port of New York. He sailed in the engine department. Brother Tiong began receiving his pension in July 1971.

### ANDREW VLAHOS

Pensioner Andrew Vlahos, 66, passed away March 7. Born in Greece, he joined the MCS in 1943, before that union merged with the AGLIWD. Brother Vlahos retired in 1972.

### PAUL WARHOLA

Pensioner Paul Warhola, 66, died April 2. Born in Johnstown, Pa., he joined the union in 1947 in the port of Baltimore. He sailed as a chief cook. Brother Warhola upgraded at Piney Point in 1981. He served in the U.S. Army from 1951 to 1953. Brother Warhola began receiving his pension in July 1987.

### SAMUEL WEST

Pensioner Samuel West, 83, passed away December 28, 1992. An Arizona native, he joined the Marine Cooks and Stewards in 1943 in the port of Wilmington, Calif., before that union merged with the AGLIWD. Brother West retired in July 1974.

## ROBERT WILLIAMS

Pensioner Robert Williams, 70, died March 6. Born in Port Allen, La., he joined the MCS in 1952 in the port of San Francisco, before that union merged with the AGLIWD. Brother Williams began receiving his pension in June 1978.

## INLAND

### JOHN EPPERSON



Pensioner John Epperson, 74, passed away February 18. A Pennsylvania native, he joined the Seafarers in

1943 in the port of Texas City. Boatman Epperson sailed in the steward department. He retired in January 1983.

### RUSSELL HAMPTON



Pensioner Russell Hampton, 81, died April 2. Born in Poplar Branch, N.C., he joined the SIU in 1960

in the port of Norfolk, Va. He sailed as a chief engineer. Boatman Hampton began receiving his pension in January 1974.

### EUGENE HEGARTY

Pensioner Eugene Hegarty passed away recently. He joined the union in 1974 in his native Philadelphia. Boatman Hegarty sailed in the engine department. He served in the U.S. Navy from 1943 to 1946. Boatman Hegarty retired in 1984.

### JAMES S. JAMES



Pensioner James S. James, 70, died March 7. A Texas native, he joined the Seafarers in 1972 in the port of New

Orleans. He sailed in the deck department. Boatman James upgraded at Piney Point frequently. He served in the U.S. Marine Corps from 1942 to 1952. Boatman James began receiving his pension in June 1989.

### JOSEPH KRAUSE



Pensioner Joseph Krause, 69, passed away March 19. He joined the SIU in 1957 in his native Baltimore. He

sailed as a pilot. Boatman Krause retired in November 1987.

### PATRICK LUBY



Pensioner Patrick Luby, 85, died March 23. Born in Tripperary, Ireland, he joined the union in 1957

in the port of Houston. He sailed with Great Lakes Towing. Boatman Luby began receiving his pension in 1974.

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## Crewmember's Catch Provides Entree As LNG Leo Galley Cooks Special Meal

The crew of the *LNG Leo* was looking forward to a special dinner the evening the vessel anchored in Tobata, Japan recently.

On the way up from Indonesia, the SIU-crewed tanker anchored in Singapore. While there, one of the crewmembers went fishing and snagged a wahoo large enough to feed the entire crew.

The fish, approximately two feet in length, was taken to the galley where it was frozen. The crewmembers decided it should be saved and turned into a feast for all the crew.

"We couldn't believe it when they carried it in here," stated Chief Cook Amy Rippel. "It was huge—and that's no fish story."

When the vessel arrived in Tobata, the galley gang, under the direction of Chief Steward Mike Ruggiero, went to work preparing the wahoo. After a trip to town to get just what was needed, the fish was grilled to perfection. The crew reported a good meal was had by all.

The *LNG Leo*, which is operated by ETC Corporation, sails between Indonesia where it loads liquified natural gas and Japan where it offloads at various ports.



Something's fishy in the galley of the *LNG Leo* as Chief Steward Mike Ruggiero and Chief Cook Amy Rippel are set to clean and grill a wahoo caught by a crewmember.



Preparing the *LNG Leo's* galley for the special fish dinner for the entire crew are SAs Kimberly Castro and D. Leighter.

## Historian Sets Straight Name Mixup On SIU-Crewed Prepositioning Vessel



Formerly the *Pvt. Harry Fisher*, this Maersk Line ship now is correctly named the *Pvt. Franklin J. Phillips*.

Thanks to the resourcefulness of a hometown historian, an SIU-crewed military prepositioning ship operated by Maersk Lines has received its new and proper name.

For years, Seafarers sailed aboard the *Pvt. Harry Fisher*, one of 13 roll on/roll off vessels named after U.S. Marines who were Medal of Honor winners. The ships carry gear, ammunition and other materiel to support Marines when they are called into action. Prepositioning vessels like the *Fisher* played vital roles during the recent Persian Gulf war and the Somalian aid relief mission.

A plaque on the vessel told of the history of Private Harry Fisher, who gave his life in 1900 in defense of his fellow Americans in China during the Boxer Rebellion. In fact, Fisher was the last American to die during the fighting.

Despite his heroics and the honor bestowed upon him, a historian from McKeesport, Pa. dis-

covered Fisher was not really Fisher and went about to set the record straight.

Fisher's real name was Franklin J. Phillips. Phillips was from McKeesport and was an Army veteran of the Philippine insurrection and the Spanish American War. In fact, he served with Teddy Roosevelt's Rough Riders in Cuba where he contracted malaria in 1898. Shortly thereafter, he left the Army without leave and returned home.

In March 1899, Phillips turned himself in to authorities and received a dishonorable discharge. But the call of the military was too much for Phillips, so he joined the Marine Corps as Harry Fisher.

In the early 1980s, McKeesport amateur historian Wes Slusher discovered that Fisher and Phillips were one and the same and began efforts to set the record straight. In order for the Marines to officially present the Medal of Honor in Phillips'

name, the Army had to issue Phillips an honorable discharge. Although Phillips had distinguished himself as a member of the Marines and died in the line of duty, it was not enough for the Army Board of Corrections to change his discharge status.

The *New York Times* reported on the situation in 1986, giving the strange tale of Phillips/Fisher front page coverage. Soon, the Army announced it would give Phillips an honorable discharge.

Although Marine Corps records now reflected Phillips as the proper name of the serviceman who died in the Boxer Rebellion, it still took some time before his tombstone was changed.

Finally, more than 90 years after the Medal of Honor was awarded posthumously and nearly 10 years after Slusher began his work, the name *Pvt. Harry Fisher* was removed from the prepositioning ship and *Pvt. Franklin J. Phillips* was painted in its place.



Relaxing in the crew's lounge after lunch is QMED John Wong.



Catching up on the mail from home is AB Richard Hockfeld.



AB Mike Presser watches the latest safety video in the crew's lounge.



Ready to participate in a shipboard union meeting aboard the *LNG Leo* is OS Jeffrey Hockfeld.



AB P. Hoffman listens to the discussion during the *LNG Leo's* union meeting.



Wiper Muharam Husin asks a question about the union's welfare plan.

# Falcon Braves Foul Weather

SIU crewmembers aboard the *American Falcon* faced challenging conditions while transporting military equipment between Morehead City, N.C. and Norway from February 6 to April 6.

"We had to endure adverse weather conditions in ports and during transit," AB Mike Davis wrote in a letter to the *Seafarers LOG*. "Overcoming freezing temperatures, driving snows, icing conditions and strong winds, we worked with the U.S. Marine Corps to ensure the cargo was loaded safely and professionally." Davis added.

Norway ports of call were Bogen Bay, Narvik, Hommelvik, Troindheim and Bodo.

Marine Chief Warrant Officer Robert Roberson told the crew,

"Working with the SIU members on the *American Falcon* has demonstrated how the U.S. merchant marine provides additional capabilities for a force in readiness."

Davis concluded his letter to the *LOG* with, "The SIU crewmembers aboard the *American Falcon* proved the need for strong and skilled U.S. merchant marines. Once again, the SIU played a large and important role by providing the necessary trained men and women for U.S. flagged vessels, serving both military and commercial industry."

Photos on this page were provided by AB Chris Moore. The *American Falcon* is operated by Crowley American Transport.



AB Chris Moore cleans the *Falcon's* deck during a break in the wintry weather.



From left to right, Chief Cook Mack Jones, Chief Steward Paul Zilkow and SA Chino Guilberto prepare food for a cookout on a rare sunny day aboard the *American Falcon*.



Marine Chief Warrant Officer Rob Roberson shakes hands with AB Mike Davis while Bosun Mike McCardie looks on.

# Shipping Is Non-Stop in New York

In one of the busiest ports of the world, shipping around New York is non-stop. SIU-crewed vessels continuously are moving in and out of the ports of New York and New Jersey.

Recently, payoffs were held aboard the *Sea-Land Achiever* and *Nuevo San Juan*. The *Achiever* was back in the States following a run to the Mediterranean, while the *Nuevo San Juan* was at its northernmost port on its coastwise and Puerto Rican run.

SIU officials from the port of New York conducted union meetings aboard both vessels. Crewmembers asked questions concerning the union welfare program, vacation plans and ships' contracts to Kermet Mangram, assistant vice president for contracts, and Jack Sheehan, a New York-based patrolman. Reports received by the *Seafarers LOG* indicated all was well on both containerships.



Crewmembers gather in the crew lounge of the *Nuevo San Juan* for a union meeting. From left to right are Chief Steward Robet Fagan, OMU Jack Crosby, Asst. VP for Contracts Kermet Mangram, Engine Utility Andre Smith, Messman Pedro Alicia, Messman Bob Bess and OMU Robert Appel.



Getting in from the cold for a shipboard meeting on the *Achiever* are, left to right (seated) Bosun James Davis, (standing) QMED Electrician John Yarber, SA Alfred DeSimone and AB Felix Santiago.



Utilityman Willie Smith shows his approval for what he hears during the meeting on the *Achiever*.



Ready for lunch on the *Sea-Land Achiever* are Chief Cook Robert Arana and Chief Steward William Perry.



Working aboard the *Achiever* on a safety net are ABs Felix Santiago (left) and Jose Caballero.

## Final Departures

Continued from page 23

### VANCE MEEKS



Pensioner Vance Meeks, 62, passed away March 4. A native of Martin County, N.C., he joined the Seafarers in

1970 in the port of Norfolk, Va. He sailed in the steward department. Boatman Meeks served in the U.S. Army from 1947 to 1950. He retired in August 1986.

### ANGELO PRINCIPATO



Pensioner Angelo Principato, 65, died March 25. He joined the SIU in 1970 in his native Philadelphia.

Boatman Principato sailed in the engine department. He served in the U.S. Army from 1945 to 1949. Boatman Principato began receiving his pension in November 1988.

### THOMAS SPRINGFIELD



Pensioner Thomas Springfield, 81, passed away February 16. A Texas native, he joined the union in

1961 in the port of Port Arthur, Texas. He sailed in the steward department. Boatman Springfield served in the U.S. Army in 1941. He retired in February 1971.

### ROBERT TAYLOR



Pensioner Robert Taylor, 58, died February 22. Born in Virginia, he joined the Seafarers in 1959 in the

### JOHN WERNER



Pensioner John Werner, 91, passed away March 26. He joined the SIU in 1961 in his native Philadelphia.

Boatman Werner sailed in the deck department. He served in the U.S. Army in 1918. Boatman Werner retired in August 1969.

## GREAT LAKES

### CALVIN WAGONER

Calvin Wagoner, 71, died January 20. Born in Onkama, Mich., he joined the union in 1964 in the port of Frankfort, Mich. He sailed in the steward department. Brother Wagoner served in the U.S. Army during World War II.

## RAILROAD MARINE

### NORMAN KASDEN

Pensioner Norman Kasden, 69, passed away March 21. He joined the Seafarers in 1959 in his native New York. Brother Kasden sailed in the deck department. He served in the U.S. Army from 1941 to 1945. Brother Kasden retired in June 1984.

### PETER RADOSLOVICH



Pensioner Peter Radoslovich, 96, died February 4. Born in Austria, he joined the SIU in 1960 in the port of

New York. Brother Radoslovich began receiving his pension in May 1962.



# Lundeberg School Graduating Classes



**Trainee Lifeboat Class 509**—Graduating from trainee lifeboat class 509 are (from left, kneeling) Curtis Campaigne, Kristen Swain, Neville Hughes, Richard Gendaszek, Michael Dubie, John Schafer, (second row) Christopher David, Jim Brown (instructor), Jason Bannister, Isaac Kapua, Eric Mahoney, Dustin Niemoeller, John Kaack III, Ray Magnuson, Shawn Elder and Russell Harriott.



**Upgraders Lifeboat**—Certificates of training were received by the March 24 class of upgraders. They are (from left, kneeling) Ben Cusic (instructor), Stephen Bishop, Francis Gilligan, Robert Costantino, Edgar Diaz, (second row) Elhussiny Elnaggar, Bryan Smith, Barbara Boyer, Daniel Idos, Sylvia Niemi, David Albert, (third row) Timothy Macrury, Waymon Sellers, Keith Innes, David Stanford and Rudolph Hyndman.



**Advanced Firefighting**—Receiving their advanced firefighting endorsements on March 31 are (from left, front row) Byran Cummings (instructor), Wade Hudgins, Marvin Cates, J.C. Hudgins, (second row) Mike Kanna, John Taylor, Norman Erlin, Paul Daniel, (third row) Phil Spoerle, Dal Burrus, Frank Ingellis Sr. and Thomas Douglas.



**Diesel Engine**—Members of the graduating diesel engine course on March 26 are (from left, kneeling) Thomas Moran, Laurence Croes, Albert Schmitt, (second row) Troy Robin, Mark Glinka, Steven Hoskins, Woodrow Smith Jr., Hal Puckett, Daniel Taggart, (third row) John Copeland Jr., Eric Morrison, James Scanlon and J.C. Wiegman (instructor).



**Advanced Firefighting**—Completing the advanced firefighting course on March 22 are (from left, front row) John Smith (instructor), George Maffioli, Peter C. Westropp, Paul Buckhard, William Mogg, Byran Cummings (instructor), (second row) John Bellinger, Herman Rohrman, Mark Stewart, George Urban III, Marvin Forbes, Charles Lore and Clinton Anderson.



**Sealift Operations**—Graduating from this safety specialty course on April 12 are (from left, front row) David Denizac, Darryl Smith, Rick James, Michael Ethridge, Michael Boulier, Thomas Sneed Jr., (second row) George Kebelis, Cory Gardiner, William Dize Jr., Michael Smith, Clay Swidas, (third row) Jeff Swanson (instructor), Kenneth Cuffee and Bill Hellwege (instructor).



**QMED**—Upgrading members of the engine department completing the QMED course are (from left, kneeling) Kevin Earhart, Chris Earhart, Timothy Belcher, Ronald Lynch, William Bradham Jr., Steven Johnson, Faustino Pereira, Abdelhamid Megahed, (second row) George Henderson, Anthony Borin II, Frank Schoening, John Lange, Rogelio Ybarra, Geoffrey Denesse, Daniel Wise, Melody Mayo, Arthur Maxwell, (third row) Daniel Vazquez, Donald Wroten, Grant Schuman, Daniel Kresconko, Duane Torstensen, Francis Oxley and Jack Chapin.



### LUNDEBERG SCHOOL 1993 UPGRADING COURSE SCHEDULE

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

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

#### Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	July 19	August 27
	September 13	October 22
<i>All students must take the Oil Spill Prevention and Containment class.</i>		
Shiphandling	June 21	July 2
	August 23	September 3
	September 27	October 8
Radar Observer - Unlimited	July 12	July 16
	August 16	August 20
	September 20	September 24
Celestial Navigation	July 19	August 13
Third Mate	August 30	December 10

#### Safety Specialty Courses

Course	Check-In Date	Completion Date
Oil Spill Prevention and Containment	August 2	August 6
Lifeboatman	June 21	July 2
	July 19	July 30
	August 16	August 27
	September 13	September 24
Basic/Advanced Fire Fighting	October 11	October 22
	July 13	July 23
Sealift Operations & Maintenance	September 7	September 17
	July 5	July 30
	August 30	September 24
	October 25	November 19

#### Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	October 4	November 8
Steward Recertification	June 28	August 2

#### Steward Upgrading Courses

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

#### Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED-Any Rating	July 19	October 8
Fireman/Watertender and Oiler	June 7	July 16
<i>All students must take the Oil Spill Prevention and Containment class.</i>		
Pumproom Maint. & Operations	June 21	July 30
	August 16	September 24
Basic Electronics	August 30	September 24
Marine Electrical Maintenance I	July 6	August 27
Marine Electrical Maintenance II	September 13	October 22
Refrigeration Maint. & Operations	July 6	August 13
	September 13	October 22
Marine Electronics Technician I	September 27	November 5
Marine Electronics Technician II	June 21	July 30
	Hydraulics	June 7
	August 2	August 27
Hydraulics	August 16	September 9
Diesel Engine Technology	August 9	September 3

#### 1992-93 Adult Education Schedule

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

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

#### College Program Schedule for 1993

FULL 8-week sessions	July 19	September 10
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### UPGRADING APPLICATION

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

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

Deep Sea Member  Lakes Member  Inland Waters Member  Pacific

*If the following information is not filled out completely, your application will not be processed.*

Social Security # \_\_\_\_\_ Book # \_\_\_\_\_

Seniority \_\_\_\_\_ Department \_\_\_\_\_

U.S. Citizen:  Yes  No Home Port \_\_\_\_\_

Endorsement(s) or License(s) now held \_\_\_\_\_

Are you a graduate of the SHLSS trainee program?  Yes  No

If yes, which program: from \_\_\_\_\_ to \_\_\_\_\_

Last grade of school completed \_\_\_\_\_

Have you attended any SHLSS upgrading courses?  Yes  No

If yes, course(s) taken \_\_\_\_\_

Have you taken any SHLSS Sealift Operations courses?  Yes  No

If yes, how many weeks have you completed? \_\_\_\_\_

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

Yes  No Firefighting:  Yes  No CPR:  Yes  No

Date available for training \_\_\_\_\_

Primary language spoken \_\_\_\_\_

*With this application COPIES of your discharges must be submitted showing sufficient time to qualify yourself for the course(s) requested. You also must submit a COPY of each of the following: the first page of your union book indicating your department and seniority, your clinic card and the front and back of your Lundeberg School identification card listing the course(s) you have taken and completed. The Admissions Office WILL NOT schedule you until all of the above are received.*

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE
_____	_____	_____	_____
_____	_____	_____	_____

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

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

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

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

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

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

- ALL DEPARTMENTS**
- Welding
  - Lifeboatman (must be taken with another course)
  - Oil Spill Prevention & Containment
  - Basic/Advanced Fire Fighting

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

- COLLEGE PROGRAM**
- Associate in Arts Degree

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

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



## SEAFARERS

Have you planned your summer vacation?

The Lundeberg School can provide you and your family with all the ingredients for an exciting vacation. For details and rates, see page 16.

## Linton Overcomes Odds, Succeeds as Seafarer

John Linton first walked into an SIU hall in 1967 as a skinny, 18-year-old high school dropout with shaky confidence and limited ambition.

Intimidated by the bluntness of the men who worked at the hall in Brooklyn, N.Y., Linton—who as a teenager ran away from home—nevertheless stuck around until he got a job as a saloon messman aboard a coal ship, the *Globe Carrier*.

Predictably, after a childhood spent roaming the city streets of Queens, he struggled to acclimate himself to life at sea. Along the way on his first couple of vessels, he met a few co-workers who mistakenly warned him that there was no future for the U.S.-flag merchant marine.

But John Linton ignored the doomsayers, overcame his inexperience and fears and succeeded as a merchant mariner. Two months ago, he earned his chief engineer's license at the American Maritime Officers District 2 MEBA (AMO) school in Dania, Fla. May 30 will mark the start of his 26th year going to sea.

"Without the SIU, I never would have gotten my license,"

Linton, 44, recently told the *Seafarers LOG*. "The SIU is like a family. A lot of my upbringing came from the union."

### Importance of Education

Linton, who sails with AMO, learned to appreciate the way SIU officials constantly espoused the value of education.

He first heard about the SIU from a friend who worked for a printer which did business with the union. With visions of Errol Flynn, Linton decided to check it out. "I remember going to the Brooklyn hall to see Freddie Stewart," he recalled. "I weighed 118 pounds.

"But the main thing I remember about those days is, the old-timers—Leon Hall, George McCartney, Pete Loleas, Jack Bluitt, Frank Mongelli, Joe DiGiorgio—always looked out for us and they always stressed education. Not just the officials, but the older guys who sailed also pushed education."

Still, it took a little extra persuasion from Loleas to convince Linton to upgrade for the first time. "He was the one who convinced me that I would be better off when I upgraded to fireman

and oiler," Linton said with a laugh.

He sailed with that rating until 1980, at which time Hall, DiGiorgio and Mongelli steered him toward the QMED course. Linton earned the endorsement and subsequently sailed with Sea-Land, Ogden Marine, Delta Lines, Waterman Steamship and Puerto Rico Marine. He also worked on the Sea-Land shore gang.

Linton, an avid rider of Harley Davidson motorcycles, was active throughout his SIU career, which lasted until the late 1980s. He participated in beefs, political events and other union activities. He also served on finance committees and credentials committees.

In 1988 he earned his first engineer's license at the AMO school in Dania. "I remember telling Joe DiGiorgio about it. He was so proud," Linton notes.

### Building a Foundation

So how did a seemingly hopeless, teenage runaway find the motivation to excel at his job? "It's nothing that happens overnight," Linton explains. "It's like building a house: You have to start with a strong foundation, a desire to succeed. Even though you may not have the skills, if you start with the right attitude, that's half the battle.

"The other part is, you have to believe in what you're doing. I remember walking picket lines with Paul Hall [the late SIU president], and you had to believe in the cause or you wouldn't want to stay out there."

Linton, who sailed during both the Vietnam and Persian Gulf wars, had another reason for sticking with the sea. "The food was great, the money was good, but you have to have a little bit of gypsy in your heart. My mother summed it up when I took her to see my daughter's high school graduation." When Linton and his mother arrived at the airport, they discovered their flight had been canceled. Linton quickly made other arrangements, and within the hour they were airborne on another flight. "She looked at me and said, 'I finally understand why you keep going back. There are people who travel, and there are travelers. You are a traveler.'"

Additionally, when he first heard about the SIU, he liked the idea of belonging to a union. As a teenager, he had been fired from a job at a gas station for missing a day's work during a blizzard. "I had no recourse because there was no union," Linton states. "When I saw the opportunity with the SIU, I knew I had to do the right thing. I had to make it."

### 'Have to Apply Yourself'

"The thing I want to tell people is, if I can do it, anyone can," Linton says of his successful career. "All you have to do is apply yourself. With the SIU, the



Now a chief engineer, Linton says he got there with the help of the SIU.

opportunities are there."

The new chief engineer, who lives in Pennsylvania, says he is not sure when he will retire, though it will not be any time soon. "One of the rewards of this career is passing on information to other crewmembers, little tricks of the trade that have been passed on through the generations. I still enjoy that very much."

Linton, who has taken part in two rescues at sea, adds that he still is optimistic about the future of the U.S.-flag merchant fleet. "We've had to re-trench over the years, but we haven't retreated. The SIU and AMO are progressive unions that help their members and help the industry. Our progressive nature and insight have brought us to the forefront, and I think we'll continue to grow."

## Seafarers Set to Sail Home New Alton Belle Riverboat

Seafarers aboard the new *Alton Belle* Riverboat Casino will sail for Illinois on May 5 to bring the vessel home in time for its scheduled opening on Memorial Day weekend.

The last touches are being placed on the 1,200-passenger vessel before it leaves a Jacksonville, Fla. shipyard for its journey around Florida's coast into the Gulf of Mexico then up the Mississippi River.

About the only things on the 220-foot vessel that will look similar to the original riverboat are the company logo and the SIU crewmembers on board.

The new vessel is 55 feet longer than the present *Alton Belle*, which will go out of service upon the other boat's arrival.

To coincide with the new *Alton Belle's* arrival, construction of an enlarged Alton Landing should be finished at the same time. The Landing—which already contains a restaurant, buffet, bar and gift shop—will add a sports and entertainment lounge, a VIP lounge, an expanded gift shop and kiosk food service. More than 37,000 square feet have been added to the floating structure.

Before the new vessel can go into service, it must pass sea trials and a Coast Guard inspection as well as receive approval from the Illinois Gaming Board. The *Alton Belle* Riverboat Casino began operations in September 1991. The SIU represents crewmembers on the vessel, on the Landing and in the reservation office.



Last-minute preparations are performed on the new *Alton Belle* Riverboat Casino before it begins operations in Alton, Ill. later this month.



Linton stopped by SIU headquarters to share his accomplishment with Augie Tellez, vice president contracts.

## Help Find This Missing Child

The National Center for Missing and Exploited Children has asked the Seafarers International Union to assist them in locating Cynthia M. Britto.

Missing since May 29, 1992, the child was last seen being dropped off at a store in Chandler, Okla. with her mother and her aunt, who also are missing. Foul play is suspected.

At the time of her disappearance, the child was wearing a pink sweater, a blue and black striped shirt, and tennis shoes. The brown-haired, brown-eyed 6-year-old girl weighed 60 pounds and was 3 feet tall.

Anyone having information on the disappearance of Cynthia M. Britto should contact the Na-



Cynthia M. Britto

tional center for Missing and Exploited Children at (800) 843-5678 or the Missing Persons Unit of the Oklahoma Bureau of Investigation at (405) 848-6724.