

SEAFARERS LOG



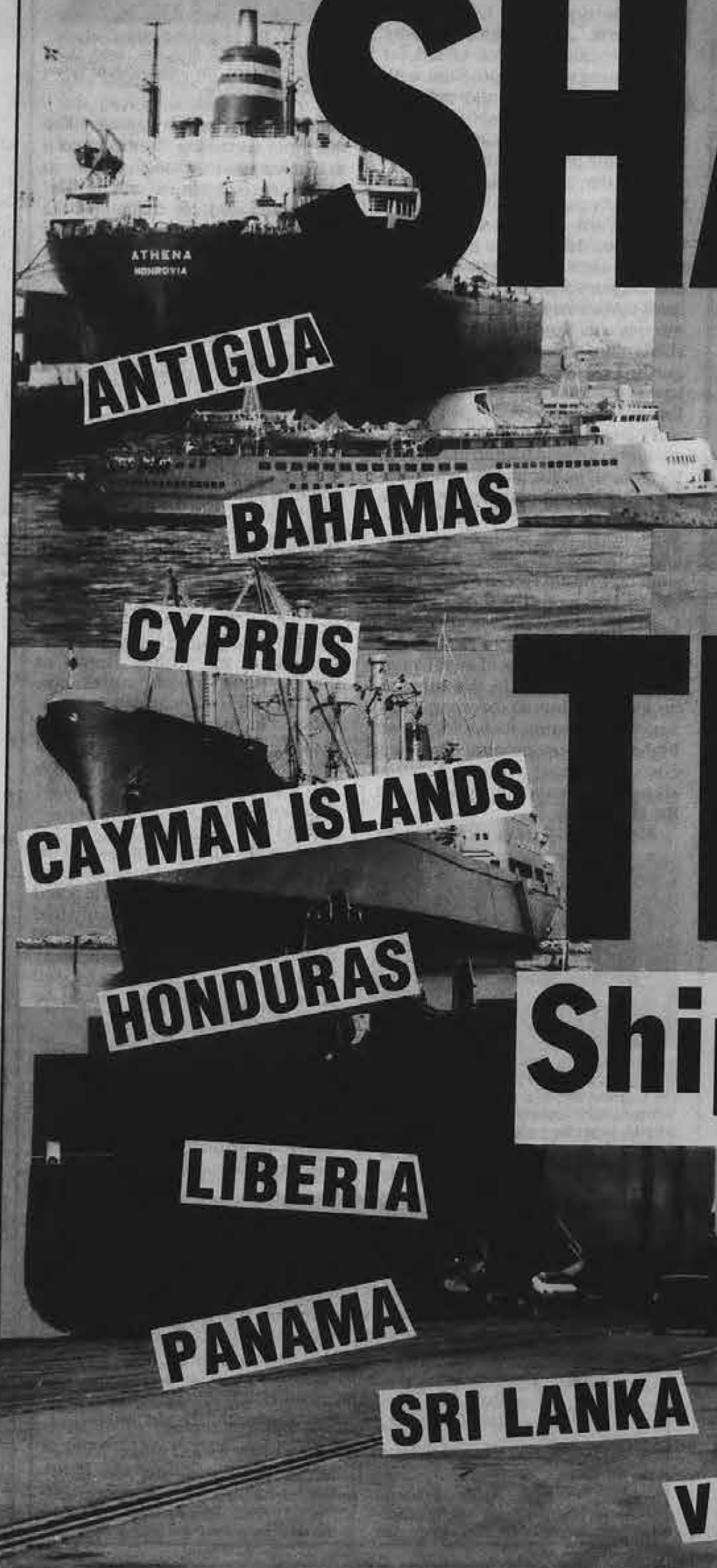
Volume 53, Number 5

May 1991

SHAME ON THEM

Ships Without a Country

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ANTIGUA

BAHAMAS

CYPRUS

CAYMAN ISLANDS

HONDURAS

LIBERIA

PANAMA

SRI LANKA

VANUATU

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President's Report

Fast Track, Fast Deal

There is a major struggle under way in the nation's capital that deserves the attention and understanding of every Seafarer. It is over an issue that often sounds so complicated and complex that many Americans tend to ignore it. The issue is the so-called free trade agreement which the Bush administration is seeking to negotiate with Mexico. An agreement of this sort ultimately would have to be submitted to the Congress for approval. That would mean that Congress could debate and amend the provisions of whatever the executive branch negotiates with Mexico. The administration desperately wants to avoid any public airing or debate on what finally comes out of the U.S.-Mexico trade talks.



Michael Sacco

So the administration is pushing first to get Congress to agree to a "fast track" procedure in dealing with any free trade agreement that is worked out with Mexico. "Fast track" means the administration would have the authority to negotiate an agreement that would then go to Congress, which would only be able to vote "yes" or "no" on the whole package. There would be limited debate and no amendments.

More Runaway Operations

Not a bad setup for those U.S. corporations that would profit handsomely from a free trade deal with Mexico that has as its goal the elimination of U.S. tariffs. They would thus be able to switch their American plants to Mexico, where the minimum wage is 59 cents an hour, and typical wages run about \$27 a week, and ship the products back to the U.S. for sale to the American consumer, leaving U.S. workers high and dry and making ghost towns of many American communities.

Supporting the administration's push for the U.S.-Mexico free trade agreement—and the fast track approach—is a big hunk of American industry, which is the principal beneficiary. Against the fast track scheme is the trade union movement, led by the AFL-CIO, along with farmers, environmentalists, the textile industry and others.

It doesn't take much to understand why Big Business in this country would be drooling over the chance to move operations south of the border for peanut pay scales and sub-standard conditions and then market their products back north for big U.S. dollars. Fatter profits and less responsibility.

Do They Really Know?

As the battle rages over this issue, we are barraged with sermons from newspaper editorial writers, the professional economists and college professors—many of whom often act as paid consultants to industry—and the Bush administration telling us how free trade with Mexico will mean more good jobs for Americans, how we'll all be better off if we forget our own immediate interests. Or as President Bush put it the other day, "Someone ought to ask the opponents of fast track why they oppose prosperity in Mexico?"

We don't oppose prosperity in Mexico at all. We don't think the way to help low-paid Mexican workers is through exporting American jobs. As AFL-CIO Secretary Treasurer Thomas Donahue has stressed, free trade would "have a significant downward effect on U.S. wage levels, as domestic companies sought to cut costs in order to compete with 60 cents an hour labor. No matter how productive, U.S. workers cannot compete with labor costs of less than one dollar an hour."

If the administration, Big Business and the other advocates of a U.S.-Mexican free trade agreement were at all driven by a concern for the Mexican workers, they might ponder the advice of AFL-CIO President Lane Kirkland who has pointed out: "The fact is that trade is good for workers on both sides of the border only when it is carried out side-by-side with minimum standards on wages, benefits, safety and the environment. Without them, it only serves as a vehicle for capital to locate where labor is cheap and government governs least..."

Let the People Decide

Explaining why the AFL-CIO is against the fast track approach, Kirkland called for "a full airing of views so that the American people can decide for themselves whether this agreement is in their long-term interests. Undoubtedly, they will see it for what it is—a golden opportunity for the rich to get richer at the expense of the working poor."

We Seafarers, who decades ago observed the results of operators replacing the American flag on their vessels with those of runaway registries that permitted the exploitation of polyglot crews, know where we stand. No one can dispute the fact that over the years the practice was harmful to the United States and to the seamen whose exploitation it allowed. That is why our Washington apparatus is working full blast in support of the AFL-CIO position.

Hall Lecturer Cites Need For 'Enduring' Ship Policy

Making the Maritime Administration an independent agency and effectively using bilateral and multilateral cargo sharing agreements with America's trading partners are among the steps that can be taken immediately to invigorate the U.S. merchant marine, according to a noted transportation management and economics scholar.

Delivering the 1991 Paul Hall Memorial Lecture, which was entitled "In Search of an Enduring Maritime Policy," Dr. Clinton M. Whitehurst Jr., Clemson University professor emeritus, also called for an operating subsidy program with less restrictions and allowance of construction subsidies for certain ships participating in cargo sharing agreements and those built for service in the non-contiguous Jones Act trades.

The Paul Hall Memorial Lectures, named for the late president of the Seafarers International Union, are supported through an endowment established in 1987 at the University of Southern California (USC) as a means to honor distinguished contributors to the marine transportation field and provide a forum for their views.

Pointing to the lack of understanding of the maritime industry in the general public and the tepid support for the shipping sector on the part of policy-makers, Dr. Whitehurst, who made his remarks at the Second International Symposium on Coastal Ocean Space Utilization last month in Long Beach, Calif., said this "fall from grace" had its roots in a number of factors.

He noted "the loss of an effective maritime advocate in Washington, an industry slow to incorporate advances in maritime technology, ever higher vessel operating and building costs, continual warfare between ship operators and shipbuilders over the last decade."

He accused the maritime industry



In introducing the speaker, Herbert Brand, chairman of the Paul Hall Memorial Committee, told the audience of Dr. Whitehurst's association with the late SIUNA president. Seated at right is Dr. Donald C. Keech, director of USC's Hancock Institute for Marine Studies.



The 1991 Paul Hall Memorial Lecturer, Dr. Clinton M. Whitehurst, said U.S. shipping needs an independent government advocate.

of having "circled the wagons." The maritime sector has "settled into a defensive mode. One that opts to react rather than act," Dr. Whitehurst said. He challenged the industry to become bullish in promoting itself. "Who here could not adequately defend a \$250 million

See page 14 for full text of remarks.

annual maritime appropriation in contrast to our multi-billion farm income stabilization program."

He noted "for the price of one B1B bomber, 84 U.S.-flag ships operating under ODS agreements could be kept at sea for one year."

Herbert Brand, who is chairman of the Paul Hall Memorial Committee, presented Dr. Whitehurst with an etching in glass of a likeness of the late SIU president.

Brand, who serves as chairman of the Transportation Institute, an organization representing American marine transportation companies, said the USC endowment was established "in memory of the charismatic, dynamic and forceful president" of the SIU "who was respected by all segments of marine transportation."

Paul Hall "was a unifying force in what had been, and continues to be, a fractious industry of many diversified interests," Brand said. He noted the endowment was established after Paul Hall's death in 1980 through contributions from many friends and associates who felt strongly that Paul Hall should be memorialized.

Copies of Dr. Whitehurst's remarks, available in booklet form, can be obtained by writing to Herbert Brand, Chairman, Paul Hall Memorial Committee, c/o Transportation Institute, 5201 Auth Way, Camp Springs, Md. 20746.

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Ships Without a Country

Flag-Dodgers Make Their Own Rules

The plight of crews manning flag-of-convenience vessels has not improved over the years. As a matter of fact, standards have continued to deteriorate.

Reports from seamen on runaway-flag ships indicate that flag-of-convenience operators and their partners in deception—the so-called manning agencies—are using every trick imaginable to exploit their crewmembers. Examples cited by these seamen include a ship without working heads in which the crew was ordered to substitute pipes for toilets and voyages where food is scarce—in many cases meals include no vegetables or meats. The seamen

on runaway-flag ships report incidents of double bookkeeping—the practice of pretending to pay wages based on a world trade union rate but in fact paying salaries that are less than half of that amount. And the list of abuses goes on.

Many manning agencies take advantage of seamen seeking to leave the less-than-desireable conditions of their native lands, offering jobs on runaway-flag ships but not without a catch—some of these manning agencies sell the shipboard posts for the equivalent of \$500 U.S. dollars.

The irony here is that one of the original arguments advanced by the proponents of runaway-flag shipping was that the flag-of-convenience system would provide an opportunity to advance the standards of the world's seamen.

Typical of this view was a statement made by Erling D. Naess, a leading proponent of runaway shipping and a spokesman for flag-of-convenience operators. Naess said it this way: "... in return for freedom from bureaucratic controls and oppressive taxation, the Free Flags should lead the world in the achievement of maximum well-being for those whose lonesome occupation it is to man the ships. . . . It is the responsibility of the Free Flag shipowner, within his field of competitive ability, to study and provide for the seamen such material well-being and personal safety that no member of the ITF, or the ITF itself, can possibly make use of the 'substandard' argument."

Naess made these remarks in his 1972 book "The Great Pan-LibHon Controversy; the Fight Over the Flags of Shipping."

What Naess held out as a prophesy just is not so. In fact, the opposite has occurred and the runaway registries have driven safety standards and shipboard working conditions to their lowest common denominator, compounding abuses rather than alleviating them.

Breakdown of Standards

Today, exploitation is the name of the game. The international shipping community is increasingly using so-called flags-of-convenience to escape wages, conditions and standards of traditional maritime nations, thereby increasing the abuses directed towards the seamen who sail on runaway ships, many of whom are unable to protect themselves.

The proliferation of push-cart operations masquerading as ship registries allows the ship owner to select a flag for his vessels from

a group of nations stepping over each other with offers of greater discounts on tonnage and registration fees, each promising less government interference.

The flag-of-convenience shipowner's freedom from any nation's laws is assisted by the assigning of different portions of the operation to a variety of countries. For example, a ship may be owned by a Japanese company, normally registered in Panama, but bareboat chartered under the Vanuatu flag, with crewmembers, some hired by a Filipino manning agent, from the Philippines, Germany, India and Pakistan, carrying goods between Europe and the U.S.

The plethora of bargain-basement runaway ship registries and absence of any international enforcement mechanisms has created a climate of lawlessness in

the shipping community. The past few years have seen ship owners brazenly violating international and national standards of safety procedures and decency toward crewmembers.

Violations Abound

Tactics designed to avoid any responsibility have reached new heights. Ship owners openly talk of switching flags on a vessel at a moment's notice while it sails the high seas. The International Transport Workers Federation (ITF), the organization which brings together unions representing railroad, trucking, airline and maritime workers, has even discovered the presence of a fake flag on three ships.

While the world's seafarers have always been dogged by a wide range of ship owner efforts to

impose low wages and low standards, in today's climate of disorder these violations of humane working conditions are practiced with a vengeance.

The few checks on the rampant mistreatment of seamen are, for the most part, in the traditional maritime nations which have maintained fleets in which the unions of those countries established decent wages and working conditions for the seamen of those ships. Additionally, these seafarers' unions have worked to raise the standards of seamen working outside the pale of that protection.

Additionally, the ITF has organized a worldwide flag-of-convenience drive to raise the standard of living for seamen employed on runaway vessels. An international contract calling for an av-

Continued on page 9

Convention Amends SIUNA 'Jurisdiction' Clause

Delegates to the Seafarers International Union of North America (SIUNA) special convention held last month passed a constitutional amendment which assures the union's geographic jurisdiction beyond the waters and land frontiers of the United States and Canada and their territories.

The delegates voted to delete the reference to North America which appeared in the union's constitution in the article regarding name, membership and jurisdiction. The SIUNA's constitution sets no geographic limits for affiliated unions, which primarily represent seamen, fishermen, marine related industry workers, cannery and other factory employees, and workers in the service and government sectors.

In addressing the importance of the convention action, SIUNA President Michael Sacco—who also serves as head of the union's affiliated SIU Atlantic, Gulf, Lakes and Inland Waters District—said the action was necessary in today's climate where companies, regardless of industry, are not bound by national boundaries.

Sacco noted how business is free to run away from the high safety, health and inspection standards and decent wage levels of industrialized countries, thereby exploiting individuals and countries that were not in a position to help themselves.

"In looking at the runaway problem today—in shipping and every other sector in which we represent workers—and in devising strategies to combat the run-

aways, we must make sure our international union has every tool necessary to wage battle," he said.

Roman Gralewicz, president of the SIU of Canada, pointed out that runaway industries are not a phenomenon of the United States. He cited instances of Canadian companies transferring operations to lesser developed nations.

Sacco characterized the organization's move as an addition to the union's "arsenal of weapons" that could be used to protect its members and working people generally. "That is not to say the weapon will be used. Sometimes just having the weapon means you never have to use it. But sometimes events demand that you use it. Either way, this international will be ready to meet the challenges of the '90s and the next century," he concluded.

Among the SIUNA's affiliates are the Sailors Union of the Pa-

cific; the Marine Firemen, Oilers and Watertenders; the Fishermen's Union of America; the International Union of Petroleum and Industrial Workers; Canadian Marine Officers, and the United Industrial Workers.



Marine Staff Officers, Pacific District Secretary Treasurer Brandon Tynan presents the report of the constitution committee.



Looking over the SIUNA's constitution are Steve Edney (left), national director of the United Industrial Workers and Joe Francisco, business representative of the Fishermen's Union of America.

MEBA/NMU Continues to Muzzle Sea-Going Members; Cafeteria Workers Are Used to Offset Voice of Seamen

The conspiracy of District 1 MEBA/NMU President C.E. "Gene" DeFries and Louis Parise, unlicensed section chairman, to deny the union's sea-going members a voice in their own affairs has moved ahead a notch with the sudden creation within the organization of a new division made up primarily of cafeteria workers.

The scheme to use the NMU's 12,000 shore-based members, most of whom work in military base chow halls, by taking them out of the unlicensed division and establishing a new division is regarded as a device to smother the union's sea-going membership and thus assure the DeFries/Parise axis of absolute control over all issues affecting seamen's welfare.

A District 1 MEBA/NMU communication announced that the vote to give the chow hall workers their own division carried overwhelmingly. What was not announced was a report circulating around the nation's waterfront that only 800 or so of the 12,000 shore-based workers actually voted.

Additionally, official District 1 MEBA/NMU channels failed to indicate that the union's sea-going members — both licensed and unlicensed — were excluded from the referendum vote, which took place around March 18 to April 18.

The direct result of the establishment of the new Industrial, Technical and Professional Employees (ITPE) Division within District 1 MEBA/NMU is a change in the delegate composition to the organization's March 1992 convention where the union's president and other top officers will be elected.

District Convention Is Key

Maritime industry observers note that because of the manner in which District 1 MEBA/NMU was structured by the architects of the so-called merger between District 1 MEBA and the NMU in 1988, power within the organization is largely concentrated in the officers elected at the district convention.

The willingness of DeFries and Parise to hand over to cafeteria workers the balance of power within District 1 MEBA/NMU and to eradicate seamen as guardians of their own destiny appears to have its origins in a desire to control the district convention.

DeFries/Parise control of the district convention was rendered a big blow at the end of 1990 when rank-and-file engineers — organized under the auspices of a group called the MAD Committee — challenged and beat the DeFries-associated slate of incumbent officers and delegates to the district convention.

Each division sends delegates to the District 1 MEBA/NMU convention. When the MAD group won the great majority of licensed division delegates, the district only had two divisions. The creation of the ITPE division now results in three divisions attending the district convention.

In the District 1 MEBA/NMU

official press release on the vote, no mention was made regarding the consequences of the new division on the voting bloc at the union's district convention. Instead the press release talked of the effect of the new division in a National MEBA convention.

Deceiving the Members

Sea-going MEBA and NMU members recognize a cover-up when they see one, commented one engineer. "DeFries and Parise talk about the National MEBA convention but everyone knows the real issue is how the ITPE division will change the votes at the District 1 convention," he said. "Whoever wins at the district level will have the votes at the National MEBA convention. But the district convention comes first."

In addition, maritime industry observers note it is within the districts of National MEBA that the real power lies. The districts collect dues, negotiate the contracts and set their own policies. To prove the point, one maritime industry observer said evidence of this fact could be found in a look at where the money is.

In routine industry reports that all unions file with the Department of Labor, District 1 MEBA/NMU reported a 1989 income of

\$16,079,852 of which \$8,798,324 was dues monies. For the same period, National MEBA, to which District 1 MEBA/NMU, District 2 MEBA-AMO and District 3 (ROU) are affiliated, reported \$1,155,285 in income.

Similarly, in 1989 District 1 MEBA/NMU had \$8,604,006 in total assets, while National MEBA had \$85,714.

Seamen Vow to Fight

According to all reports along the waterfront, the attempt to destroy the integrity of a seamen's union has been met with mounting disgust for the DeFries/Parise team and further aroused the rank-and-file seamen.

"This has got to be the most vicious attempt to kill free trade unionism that we have seen," it was stated by one NMU member. "I've been all over the world, I've seen Comies do this kind of thing, but I never thought I'd see it in America — and in my own union at that."

Licensed division members registered a strong protest against the maneuver to dilute the seamen's vote. Meetings in March membership meetings, MEBA members overwhelmingly passed a resolution — by a vote of 311 for, 4 against and 2 abstentions — stat-

ing that the "licensed division opposes any split in the unlicensed division which will adversely impact the licensed division's voting strength at the district convention."

One MEBA engineer summed up the shore-based worker division as a ploy. "Basically," he said, "the union's democratic and representative process is being obliterated simply to preserve the power of a few guys." He said that those clasping onto power were the very same individuals whose leadership had been rejected by the union's membership in last year's licensed division elections.

War Bonus Approved for Gulf Seamen

SIU crewmembers who served within the Persian Gulf war zone are eligible to receive a war bonus of 100 percent, according to the Military Sealift Command (MSC).

Angus "Red" Campbell, SIU vice president for collective bargaining, announced he had received word from MSC that those vessels operating in the Persian Gulf west of 53 degrees east longitude between the start of U.S. fighting on January 17 and the formal cease-fire on April 11 would be eligible.

Those U.S.-flag vessels listed in the MSC memo include the Ready Reserve Force fleet, MSC-contracted vessels, MSC chartered and operating-contract ships effective during the war. (The bonus also applies to civilian-crewed MSCPAC vessels manned by members of the SIU's Government Services Division.)

To collect the bonus, Campbell said members should make copies of their discharges to use as proof of dates the Seafarer sailed in the war zone. Those copies should be sent to the marine operations manager of the company operating the vessel and not to the SIU.

MSC stated the war bonus "is payable for any day or portion of a day in this zone, continuing until one day after the vessel passes east of the zone."

MSC also announced harbor attack and vessel attack bonuses have been approved for ships in the war zone. "In circumstances where war bonuses are applicable, \$400 is payable to each crewmember aboard a ship in a harbor which is attacked (in MSC's determination)," said an MSC notice.

Campbell emphasized MSC will determine what constitutes a harbor attack. "Just because the sirens wailed and protective suits had to be worn does not mean MSC will call it a harbor attack," he said. The union vice president noted the MSC harbor attack bonus excludes vessels docked in Israeli ports when SCUD missiles attacked.

As no SIU vessels were hit during the war, Campbell said the vessel attack bonus would not apply to union-contracted ships.

SIU, Unions Seek to Block Job-Export Trade Deals

With the export of thousands of American jobs at stake, the SIU is urging members of Congress to prevent a two-year extension of "fast track" legislative authority that could give the Bush administration unbridled authority to create a U.S.-Mexico, as well as a North American, free trade agreement.

The SIU is working with the AFL-CIO (the federation of trade unions in the United States), environmentalists, farmers and others to urge either the House of Representatives or the Senate to block the fast track process by a June 1 deadline.

Five years ago, Congress approved the special legislative authority which allows the administration to negotiate a trade agreement with one or several nations, then present the completed package to Congress for either a flat approval or rejection vote without amendment.

The original intent of the fast track legislation was to allow the Reagan, then Bush, administrations to negotiate in good faith at the General Agreement Trade and Tariffs (GATT) talks, the international trade accord involving more than 100 countries. The GATT negotiations stalled last December after four years of meetings. The Bush administration has told Congress no country will trust the negotiators if Congress can override any agreement. Thus, it is seeking the two-year extension.

However, the administration

complicated the fast track vote by announcing last year it wanted to create a Mexican free trade agreement similar to the one negotiated with Canada five years ago.

While the bilateral trade talks with Mexico have not begun, the Bush administration is not saying precisely what would be covered in such a deal, thus alarming any U.S. industry that could be affected including maritime.

The Jones Act, the 1920 law which limits cargo carried between two U.S. ports to be shipped only by U.S.-flag bottoms, could be dealt away. The SIU worked with other U.S.-flag maritime interests to exclude the shipping from the 1986 U.S.-Canada free trade pact.

Trade unions belonging to the AFL-CIO have demonstrated countless jobs have been lost to the maquiladora system, where U.S. components are shipped to newly built, hi-tech factories in the area just south of the U.S.-Mexico border for assembly and then are returned to the U.S. for sale.

A major reason American business looks very favorably at a Mexican free trade agreement is the difference in the average wages between U.S. and Mexican workers. The U.S. average hourly wage is \$13.85 while Mexico features a \$1.99 average hourly rate. While the U.S. minimum wage recently increased to \$4.25 an hour, the dollar equivalent for the Mexican minimum wage is a mere \$0.59 an hour.

SIU Urges Presidential Action to Bolster U.S. Fleet

If the United States is to revitalize its merchant marine, the administration must stop uttering words and start taking action, said the SIU's director of congressional and governmental affairs at an April 23 congressional hearing on the nation's sealift capability.

In testimony before the House Subcommittee on Merchant Marine, Terry Turner, speaking on behalf of the SIU's president, Michael Sacco, pointed out that the administration speaks on "mari-

time matters with two voices."

"On the one hand, it asks for a dependable merchant marine to send into harm's way, as with the Persian Gulf war. On the other hand, it waives without justification the Jones Act during a drawdown of the Strategic Petroleum Reserve necessitated by that war," Turner told the congressmen.

Waiving Maritime Laws

Another example of the White House's undercutting of its own

professed support for U.S. shipping is the administration's energy policy calling for a defense petroleum reserve in which cabotage, cargo preference and other laws which serve to bolster the American-flag fleet would be waived, said Turner.

The SIU representative called on the president to use the upcoming national Maritime Day, observed every year on May 22, to "issue an executive order mandating federal agencies to fully

comply with maritime statutes."

Among the other points presented by the SIU were:

- The U.S. government should open the way for American participation in the lucrative passenger ship trades thereby ensuring adequate troop transport capacity. Turner noted that during Operation Desert Shield and Desert Storm, the Department of Defense spent \$31 million to charter a British-flag cruise ship.

- Efforts by Congress to extend veterans benefits and tax breaks to merchant seamen serving in a combat zone during a war should be made into law. Both licensed and unlicensed personnel should be afforded re-employment rights if such seamen leave jobs to sail in a conflict.

- A merchant marine reserve is better than no initiative at all. However, a more effective solution to our sealift needs would be a fully active commercial fleet.

The hearing was one in a series that is being held under the auspices of the House subcommittee on merchant marine chaired by Walter B. Jones (D-N.C.). In his opening statement, Jones indicated the subcommittee "will examine the state of our nation's sealift capabilities and the need to improve our commercial merchant marine to support our sealift."

The subcommittee chairman said the panel will hear from administration and maritime union representatives in April and vessel operators, shipyard spokesmen and longshore labor officials in May. During June, the subcommittee will begin hearings on maritime promotional policies.

To date the panel has heard from maritime union representatives and spokesmen from the military and the Maritime Administration.

Disley Re-elected Head of Marine Firemen

MFOW Vice President 'Whitey' Shoup Announces Retirement

In union-wide balloting, Henry "Whitey" Disley was re-elected to the position of president of the Marine Firemen, Oilers, Water-tenders and Wipers Association (MFOW), the West Coast-based affiliate of the SIUNA that primarily represents unlicensed engine department seamen.

Also re-elected were five other incumbent union officials:

Treasurer Joel E. McCrum, Headquarters Port Agent Bobby Iwata, Branch Agents Robert G.

in Liverpool, England, first shipped in 1941 aboard the Dutch-flag MV Alioth. Within days, the vessel was torpedoed off the coast of West Africa and the young Disley spent 11 days in a lifeboat before reaching Sierra Leone. His second ship participated in the invasion of North Africa and his third was engaged in supplying the invasion of Sicily.

After WWII, Disley took up residence in the United States. He shipped from the West Coast in the MFOW first as an oiler and later as a reefer engineer. In 1964 he came ashore after his election to the headquarters business agent post. He became an MFOW vice president in 1969 and succeeded Harry Jorgensen as president of the union in 1974.

Shoup Will Miss Members

Not seeking re-election was MFOW Vice President B.C. "Whitey" Shoup, who officially resigned from the position of vice president. In this past round of voting in the MFOW, the vice

president post was not among those on the ballot by virtue of previous membership action which eliminated the job for economic reasons.

Brother Shoup joined the MFOW in 1945 and served as temporary business agent for the union on several occasions between 1959 and 1968. In 1969 Shoup was elected San Francisco business agent, a position he held until 1974 when he was elected by the MFOW membership to the post of vice president.

In reporting on Shoup's retirement to the March MFOW headquarters meeting, Disley said, "Brother Shoup wishes me to express his appreciation for the support he has received from the rank-and-file membership over the years. He considered it a great honor being an elected official of the union and having the opportunity to serve the membership."

Disley added, "On behalf of the entire membership, I extend our best wishes to 'Whitey' and his family for a long, happy and healthy retirement."



Henry "Whitey" Disley, who is pictured at an MTD executive board meeting held earlier this year, recently was re-elected to a two-year term as president of the SIUNA-affiliated MFOW.

Kimball in Seattle, Sol Ayoob in Wilmington and Marvin "Lucky" Honig in Honolulu. The six officers ran unopposed in an election conducted by secret mail ballot.

Brother Disley and the other officials will serve for the 1991-1992 term. Since 1974, the MFOW membership has elected Disley to serve as the union's president.

Disley Shipped in WWII

Disley, who was born and raised

TELL IT TO THE LOG



TRANSCOM Chief Johnson Cites SIU's War Efforts; Thanks Seafarers During Inspection of Union's School

The head of the U.S. Transportation Command visited the Seafarers Harry Lundeberg School of Seamanship to inspect the training facility and to thank the members and manpower office for their work in crewing merchant vessels for Operation Desert Shield and Op-

eration Desert Storm.

"We want to thank all of you for the great work you have done," Air Force General Hansford T. Johnson told members of the re-certified bosun course and other classes at the school as well as the manpower staff.

"At the very beginning—on a moment's notice—we pulled everything together and broke out 17 fully manned and loaded ships in just five days. We appreciate all your efforts. Many said it would not work, but it did work because of you. Many thanks."

Continued Cooperation

Johnson's tour of the facilities at the Lundeberg School included stops at the Paul Hall Library and Maritime Museum, the shiphandling simulator, the Hagglund crane used in sealift training, vocational classrooms and workshops. He met with both trainees and up-graders throughout the day.

The general told the members, "The future looks bright for the U.S. merchant marine." Referring to SIU President Michael Sacco, who accompanied Johnson on the visit, the general added, "We have a definite commitment to work together to help the merchant marine work better."



General Hansford T. Johnson talks with members of the Lundeberg School diesel engine technology class during his recent tour of the facility.

St. Louis Port Council Holds Award Ceremony

Breaux, Johnson, Trumka and Dunne Are Honored

A U.S. senator, a 4-star general, an international trade union president and a construction company chairman of the board were honored by the Greater St. Louis Area and Vicinity Port Council at its annual dinner last month.

Senator John Breaux (D-La.) received the Able Helmsman Award for his support of the U.S.-flag merchant marine in Washington. Air Force General Hansford T. Johnson was recognized for his agency's performance in coordinating the transport of materiel in the Persian Gulf effort. Richard L. Trumka, president of the United Mine Workers (UMWA), was named Labor Man of the Year. Thomas P. Dunne, chairman of the board and C.E.O. of Fred Weber, Inc. was proclaimed Businessman of the Year.



St. Louis Port Council President Richard Mantia (seated) confers with Tony Sacco, SIU assistant vice president, during the dinner.

In accepting his ship's wheel, Breaux announced the fight of the 1990s facing Congress and the White House is the rebuilding of the U.S.-flag merchant fleet.

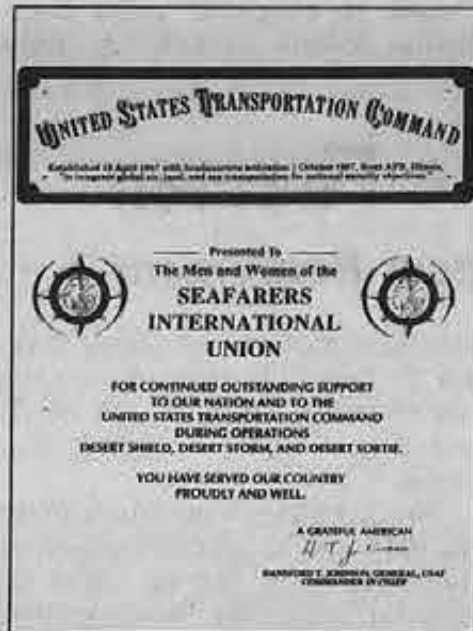
"The challenge is if we are going to have an American merchant fleet that serves us in commercial times and that is available to serve us in times of conflict," the chairman of the Senate Merchant Marine Committee told the audience.

Breaux vowed he would fight in Congress to address the need and remedy the problem.

In presenting a plaque to Gen-

eral Johnson, SIU President Michael Sacco praised the chief of the U.S. Transportation Command for his "outstanding job of moving equipment from the United States and Europe to the theater of operation so our troops could fire their guns."

Johnson noted the effort could



The U.S. Transportation Command thanked the SIU for its effort during the Persian Gulf war through this plaque presented at the event.

not have been accomplished without the help of American companies and their workers. "When it was time to move the force, we had a few airplanes, we had no military people to sail our ships and we owned eight ships," he said.

"No ship was delayed waiting for a crewmember. You and we, together, made it work. I salute each and every one of you." After his remarks, Johnson presented Sacco with a plaque from the Transportation Command for the SIU in appreciation of the union efforts to crew ships during the Persian Gulf effort.

Trumka thanked the group for recognizing his union members through him for the award. He rallied the members of the audience to urge their congressional representatives to pass the worker



SIU President Michael Sacco presents General Hansford T. Johnson with a plaque thanking the men and women of the U.S. Transportation Command for their role in the Persian Gulf war.



Senator John Breaux proclaims the challenge of the 1990s is the rebuilding of the U.S.-flag merchant marine.

replacement (scab) bill being debated in both houses.

Trumka, who has been president of the UMWA since 1982, led his union back into the AFL-CIO, the federation of trade unions in the United States, in 1989. Under his leadership, the UMWA successfully waged a 10-month strike against Pittston Coal Company for better health and retirement benefits for the members, their families and union retirees.

Dunne was noted for his solid standing in the labor, business and political communities in St. Louis. Under his leadership, Fred Weber, Inc. has worked closely with organized labor and the building trades.



Thomas P. Dunne prepares his remarks before being introduced as the Businessman of the Year.



Richard Trumka listens to a speech being made at the St. Louis Port Council awards ceremony.

The 1965 graduate of Washington University began his career at Fred Weber in that same year as a field engineer. Dunne was elected president, chairman of the board and C.E.O. of the firm in 1980.

Maritime Briefs

Missouri River Barge Traffic Hampered by Drought, Flows

An ongoing drought in the high plains has shortened the Missouri River shipping season, delaying by a week the official April 1 opening of the waterway to commercial transport lines. In addition, the Army Corp of Engineers has announced that the agency will release only minimal reservoir flows.



Senate Panel Favors Enactment Of 4 Maritime Int'l Conventions

The Foreign Relations Committee of the Senate recommended enactment by the full Senate of four maritime-related international conventions of the International Maritime Organization. For the United States to be a party to these conventions, they must be ratified by the Senate. The treaties cover universally accepted standards for training and qualifying seamen, regulations regarding the waterborne transport of harmful substances in packages and restructuring of the system of surveys and certification outlined in the 1988 protocols to the International Convention for the Safety of Life at Sea (SOLAS) and the International Convention on Load Lines (ICLL).



New Orleans Pays Off in San Francisco

While the vessel docked in San Francisco, Seafarers aboard the Overseas New Orleans hold a union meeting. Pictured above are (from left) OS R. Hernandez; San Francisco Port Agent Nick Celona; Bosun Frank Cottongin; Pumpman J. Oberson; GSU Leroy Jenkins; OS Craig Treadwell, Chief Cook George Lee; Wiper Eron Hall and (sitting) OS Louis Diaz.

Brown, Hopkins Take Over MM&P Helm; Court, Labor Dep't Certify Election

The federal district court, after a long delay, has certified the victory of Captain Timothy A. Brown as head of the International Organization of Masters, Mates and Pilots (MM&P). The court order, issued April 5, was coupled with a Labor Department certification of the election.

In February it was announced by the Labor Department, which supervised the election, that Brown had won the vote for the president's post in a 90-day balloting period by a tally of 2,489 to incumbent Robert Lowen's 2,079. Similarly, Captain James W. Hopkins out-pollied the MM&P's incumbent secretary-treasurer, Elwood Kyser, by a vote of 2,426 to 2,106.

Immediately after the upset vote had been announced, Lowen, Kyser and other MM&P general executive board members attempted to prevent Brown and Hopkins from moving into the union's two top jobs by filing a series of allegations concerning the election.

While the government agency looked into these charges, thereby holding up the certification of Brown and Hopkins, the defeated Lowen continued to operate as the union's president.

In the affidavit of the Labor

Department representative submitted to the federal district court, the director of the agency's office responsible for handling matters concerning union elections stated that he had found "no violation" of the law "which may have affected the outcome of the election."

Maritime industry observers reported that while Brown and Hopkins awaited the certification of the election by the Labor Department, Lowen is reported to have instigated a number of actions designed to hang on to power despite the repudiation of his leadership by the MM&P members.

Among these actions—which were characterized as "shenanigans" by one MM&P member—was a resolution adopted by the union's general executive board to appoint Lowen to a position of membership group liaison officer and director of organizing.

Additionally, Lowen was reported to have rushed a lump sum buy-out plan through the MM&P's pension fund trustee meeting in late February. It is reported that the Lowen plan would make the lump sum buy-out available to himself and Kyser and a very small group of MM&P pensioners. Brown, in a communication to MM&P mem-

bers, said he and Hopkins had requested that the pension plan trustees first resolve if the fund was financially able to sustain a buy-out program and, if it could, make it available to all pensioners with 62 years of age and 25 years of service or 60 years of age with 30 years of service.

The Brown/Hopkins election was the culmination of a race that had its roots in the 1988 campaign for the MM&P's officers. The balloting which ended earlier this year was, in effect, a rerun of the 1988 election which a Baltimore-based federal district court judge found to be riddled with "fraud of significant proportions."

Judge Marvin J. Garbis held that the manner in which the 1988 MM&P election was conducted violated the union's constitution and federal law. Among the findings of the court were indications of stolen ballots, ballots forged by Lowen supporters and failure of the union to mail election notices to all members.

Brown and Hopkins, in both the 1988 election and in its rerun version in 1990, ran on a reform-minded platform. The challengers cited the poor investment decisions made by the MM&P and the loss of jobs during Lowen's watch.



Harry Jorgensen

Retired MFOU Pres. Dies at Age 69

Harry Jorgensen, former president of the SIUNA-affiliated Marine Firemen, Oilers, Watertenders and Wipers Association (MFOU), suffered a fatal heart attack March 23, 1991 in his hometown of San Pablo, Calif. He was 69 years old.

Shortly after his birth in Denmark, he and his family moved to San Francisco where his father worked as a longshoreman. Jorgensen joined the MFOU in October 1942 as a fireman/watertender.

He was remembered as being a strict enforcer and follower of the union contract when he sailed. In the early 1950s during the McCarthy era, he was accused of being a Communist-sympathizer and had his shipping document taken away. He was cleared of the charge by the FBI more than 18 months later.

Jorgensen first came ashore in 1949 to work as a temporary agent in the port of New Orleans. In the 1960s he served as business agent and port agent in Seattle and San Francisco before being elected vice president in 1968.

The black-gang member was elected president of the MFOU in 1969. He held the post until 1974 when he became the administrator of the MFOU-PMA Welfare Fund.

George McCartney, SIU vice president for the west coast, remembered Jorgensen as a staunch trade unionist. "His priorities were membership first, last and always," McCartney said.

Jorgensen is survived by a niece, Janeen Kehl.

New Wage Scale and Retro-Pay In Place For SIU Gov't Services Division Members

Seafarers in the SIU's Government Services Division sailing aboard Military Sealift Command Pacific (MSCPAC) are due an increase in all wage-related pay, SIU Vice President Government Services Roy "Buck" Mercer announced last month.

The revision of the "Pacific Schedule of Wages for MSCPAC Ships" recently issued by MSCPAC civilian personnel officer A.J. Qatsha said the date of implementation of the new pay rates will be May 1, 1991. However, the document went on to say that the pay increases are retroactive to October 1, 1990, the effective date of the revised

schedule.

Checks for the retroactive pay accumulated between October 1 and April 30 will be issued soon by MSCPAC.

Vice President Mercer asks that all members sailing in the Government Services Division—which was formerly known as the Military Sea Transport Union (MSTU) before it merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters Division—advise the union's office in San Francisco of the correct mailing address for back-pay checks.

Mercer adds that those members who wish to pick up their checks in person should notify the

union office or MSCPAC's personnel office of their intentions.

The increase reflects a 3.6 percent increase to all wage-related pay for all MSCPAC civilian mariners sailing in unlicensed capacities in the deck, engine and steward departments.

Mercer said the union is in the process of printing up the new wage scale in print format. This will be distributed shortly to all MSCPAC ships with SIU civilian personnel aboard. Members who would like a copy of the poster can contact the union's government services division office at 350 Fremont Street, San Francisco, Calif. 94105; (415) 861-3400.

SIU-Crewed Delta Queen Is Fitted with New Double Hull

The SIU-crewed steamboat Delta Queen became one of the latest vessels to employ double hull technology when it began sailing this season along the Mississippi and Ohio rivers.

The 64-year-old vessel was fitted with an outer hull during the winter off-season at a Mississippi shipyard. The new layer of skin widens the steamboat's waterplane area and raises its paddlewheel by 30 inches which will make it more efficient.

The double hull was installed during a 13-week period so the Delta Queen could resume its normal cruise schedule in March. The

new outer hull, which is 250 feet in length, was made of eight 40-foot prefabricated modules of 3/8-3/4 inch steel with four on each side of the keel.

The original hull, made of 5/16 inch steel, was raised to allow space between it and the new hull. This created 36 inches of space between the old and new hulls which will be used for buoyancy, fuel storage and potable water.

The double-hull design allows the paddlewheel to return to its normal position in the water. Before such additions as air conditioning, large generators and refrigerated storage added so much

weight, the wheel was 24 to 30 inches below its normal waterline.

The steamboat was designated

a national historic landmark in 1989. It began operations in California in 1927.



The Delta Queen is lowered into its new double hull at a Pearlinton, Miss. shipyard earlier this year.

Good Seamanship Skills Save Two Fishermen

Two fishermen owe their lives to an alert SIU helmsman aboard the SS Buyer who spotted the pair floating in the Atlantic Ocean off the coast of North Carolina.

AB Ray Tate noticed the two 50 miles off the coast of North Carolina hours after their fishing vessel caught fire and sank. Tate and the whole crew of the Buyer were thanked and praised for the fine work they performed in rescuing Carl Snow and Michael Kemp on February 18.

Admirals Praise Crew

Navy Vice Admiral Francis Donovan, Commander of the Military Sealift Command, wired the crew: "Your prompt actions and professional execution of your duties in rescuing the two crewmembers of the Fish Witch are noted with pleasure. Since the boat was not due in port for several days and because neither a distress signal nor an (emergency) transmission were made, it is certain that both survivors owe their lives to your alert watch, perseverance and seamanship skills. Well done!"



Third Mate Gregory Musk pushes fisherman Michael Kemp up to the pilot's ladder during a rescue by the RRF ship.

Coast Guard Vice Admiral Paul A. Welling added: "Had it not been for the vigilance of the Buyer's crew, these two men would most certainly have been lost to the sea. The eagerness and persistence of the Buyer's crew to assist fellow mariners in distress is highly commendable."

(Steward Baker Tobe Dansley Jr. and Chief Cook Lloyd T. Palmer provided the Seafarers LOG with photographs and details of the dramatic rescue.)

Fishermen Adrift

An early morning fire starting in the wheelhouse of the fishing vessel spread quickly, causing fishermen Snow and Kemp, in life jackets, to jump overboard without being able to call for help. After drifting for more than six hours, the pair was spotted 250 yards off the port beam by AB Tate at 11:20 a.m.

While orders were given to turn the vessel around, all hands were posted on deck as lookouts. Bosun James Blanchard prepared rescue equipment as the galley gang readied two spare rooms with blankets and food for the fishermen.

Following the turnaround, OS Steve Arnold rediscovered the pair 500 yards off the port beam. The ship maneuvered alongside, but the fishermen were unable to place the safety harness around their bodies. Third Mate Gregory Musk dove into the water to assist the pair in the rescue. They were aboard ship by 12:45 p.m.

Cook Palmer told the Seafarers LOG, "The crew was really glad we were able to rescue them. They were in pretty good shape except for being cold and wet from being in the water for hours."

Ready to Give Up

Once onboard the Buyer, Snow and Kemp thanked the crew for spotting and saving them. Palmer reported the fishermen as saying "three or four other vessels had gone past them without seeing them." According to Dansley, the



Crewmembers aboard the SS Buyer attend to two rescued fishermen plucked from the Atlantic Ocean east of North Carolina.

fishermen said they were ready to give up had the Buyer sailed past.

The Coast Guard was notified of the rescue operation as it proceeded. The crew wrapped the two in blankets and treated them for hypothermia. Less than an hour after being plucked from the sea, a Marine Corps helicopter hovered over the Buyer and loaded the fishermen to take Snow and Kemp to a shoreside hospital where they were treated and released.

Crew Worked Together

Palmer said the crew did an excellent job of working together to save the fishermen, especially in relocating them after turning around. Captain H. B. Kuykendall also praised his crew for its effort, then added, "I can only hope that should I fall overboard, men such as you will be on hand to help me."

The Buyer, a Ready Reserve Force vessel activated for the Persian Gulf war and operated by OMI Corporation, resumed its course for Rota, Spain.

Seafarers on Buyer

Besides Tate, Arnold, Blanchard, Dansley and Palmer, other Seafarers serving aboard the Buyer were ABs Brad Seibel, Tom Henderson, Howard Blanks, Russell Haynes and

Glenn Johnson; OS Raymond Watts; Electrician James Demouy; UDEs William Cassel and J. C. Burnett; Oilers Joseph Billotto, Percy Payton and Verbu Nix; DEUs Bruce Barber and Carl Turner; Assistant Cook Ronnie Mixson; and Steward Assistants Jessie Andrews, James Smith, Don Glover, Roderic Coleman, Quitman Young and Stanley Baggett.



Michael Kemp is airlifted from the deck of the Buyer by a Marine helicopter following a rescue at sea.

Stonewall Jackson Accident Under Investigation

The first draft of the investigative report concerning the February 9 fire aboard the Stonewall Jackson which claimed six lives, including three SIU members, is expected to be completed before the middle of May.

Commander David Miller, the U.S. Coast Guard investigator in charge of the case, told the Seafarers LOG late last month he was working on the report after inspecting the Waterman vessel and speaking with its crewmembers.

Mum About Blame

The Coast Guard investigator said he could not reveal details of his investigation as it was "ongoing." When asked about published reports that human error would be cited against one of the deceased members, Miller responded, "It is possible, but I would not say if it is or isn't. That is one of the many situations we are looking at."

Miller, who works in the Coast

Guard's Honolulu marine safety office, stated once his report is written, its conclusion and recommendations would be reviewed by other branches of the agency before it is released to the public. That was verified by Lt. Commander Chuck McMahon of the Washington, D.C. office who said such a review is standard procedure. McMahon noted those Coast Guard departments affected by the recommendations must be able to review the document before it is published.

Prompt Review Expected

Miller said the review process should be "prompt." He expected the report to become public by early summer 1991. "Many people are anxious to see it," he added.

The Stonewall Jackson was towed to Colombo, Sri Lanka after the fire, which took the lives of SIU black-gang members QMED Edmund Clayton, QMED Prince Wescott and Wiper Henry

Hyman. The ship was sailing past the south coast of India on its regular run between the U.S. gulf coast and the Mideast, India and Southeast Asia when the accident occurred.

Accident Details

According to Miller, the fire started when lubricating oil in the engine's turbogenerator escaped through a loose cap on an oil-straining device. The oil presumably contacted a hot surface and ignited. Deadly fumes filled the engine-room. The turbogenerator automatically shut itself off, cutting the power to the vessel's ventilation system. The six engine-room members then died of carbon monoxide poisoning or smoke inhalation or both.

The accident is considered the worst disaster to strike a U.S.-flag merchant vessel since the Marine Electric sank off the coast of Virginia in 1983, claiming 31 merchant mariners.



Steward assistants Jessie Andrews (standing) and Roderic Coleman check on fisherman Carl Snow shortly after he was brought on deck.



Runaway-Flag Ships Make Their Own Rules

Continued from page 3

erage wage of \$871 per month for an AB has been developed, and the ITF aggressively pursues runaway operators to become signatories to this collective bargaining agreement.

With the world minimum wage rate for seafarers set by the International Labor Organization at \$276 per month for an AB, an ITF contract elevates the employment conditions for seamen working under its jurisdiction.

But outside of these efforts are many of the world's ship owners who conspire with runaway registries, manning agencies and in some cases even governments to secure the lowest-paid and most docile seafarers and to avoid union contracts covering crewmembers.

Americans Start Trend

There are some American ship owners among this ilk. In fact, American ship owners were among the first of the industrialized world to transfer tonnage to flag-of-convenience registries, starting with a trickle in the '20s and '30s and becoming particularly acute after WWII.

As a means of escaping U.S. wage standards and working conditions, government-enforced safety regulations and inspections and other aspects of good corporate citizenship, many American ship owners transferred vessels to the flags of Panama, Liberia and Honduras. Here, the biggest offenders were the major oil companies with their considerable tanker fleets. The flight of American ship owners to runaway registries was followed in varying degrees by operators from other traditional maritime nations, in particular many European fleets.

Second Registry Sham

Today, European ship owners continue to move tonnage to flag-of-convenience registries and to so-called second registries. The concept of a second registry was begun in Norway. In effect, it is a ship registry scheme offering runaway flags while allowing the label, or flag, of a traditional maritime nation.

From the original three flag-of-convenience registries — Panama, Liberia and Honduras—there are now more than 16 nations offering their own hot dog stands for ship operators. Among the flags for sale are those of Antigua and Barbuda, Bahamas, Bermuda, Cayman Islands, Cyprus, Gibraltar, Honduras, Kerguelen, Lebanon, Liberia, Malta, Netherland Antilles, Panama, Sri Lanka, St. Vincent and Vanuatu.

Second registry options include the Norwegian International Ship Register (NIS), Denmark's DIS, Germany's GIS, the Isle of Man for United Kingdom ship owners and Luxembourg for Belgian operators.

Revenue Generator

It is the nature of a runaway registry to be a cash cow for an

impoverished nation, selling a flag for contributions to their treasury. In the case of Liberia, money from its ship registry contributes between 12 to 15 percent of the nation's budget.

The office of the trade minister in the Washington, D.C.-based Embassy of Cyprus estimates its ship registry generates \$5.5 million in direct fees and taxes and \$100 million in secondary activity such as legal and management operations. The Panamanian ship registry, known as "Secnaves," pulled in \$45 million in 1986, \$41 million in 1987 and \$38 million in 1988, according to "Seatrade Business Review," July/August 1989 edition.

Dependent on this income, each flag-of-convenience nation attempts to out-do the other in luring ship owners to their registry.

Propping Up Despots

It is interesting to note that very few of the runaway flag registries are based in truly democratic countries. Instead, these have sprung from civilized standards based in nations among which are some of the world's most brutal regimes and corrupt governments.

The U.S. State Department told Congress that in Liberia, the flag-of-convenience registry boasting the most tonnage of any in the world, there were "extensive human rights violations."



Many European nations have instituted their own flag-of-convenience registries. The only difference between a Norwegian second registry ship, such as the one pictured above, and a runaway-flag operation is that one wears the veneer of a traditional maritime nation.

Civil warfare racking Liberia, which led to the execution of the nation's former president, Samuel Doe, has brought about mass killings, torture and mutilation of unarmed civilians. Additionally, basic freedoms have been denied the Liberian people, and those who have protested the inhumane actions by the rebel forces have been thrown in prison.

In the fighting, all of Liberia's banks and national reserves have been looted, impoverishing the nation. This raises the question of into whose hands will the ship registry-generated funds fall?

Other nations sporting ship registries also are suspect of human

ITF Definition of a Flag-of Convenience Registry

The International Transport Workers Federation (ITF), in its 1974-enacted policy regarding runaway-flag vessels, issued the following definition: "Where beneficial ownership and control of a vessel is found to lie elsewhere than in the country of the flag the vessel is flying, the vessel is considered as sailing under a flag of convenience."

The ITF designates flag-of-convenience registries by examining a set of criteria developed by the British Committee of Inquiry in 1970. These factors are known as the "Rochdale Criteria" and contain the following points:

- The country allows non-citizens to own and control vessels.
- Access to and transfer from the registry is easy.
- Taxes on shipping income are low or non-existent.
- The country of registration does not need the shipping tonnage for its own purposes but is keen to earn the tonnage fees.
- Manning by non-nationals is freely permitted.
- The country lacks the power (or the willingness) to impose national or international regulations on its shipowners.

SOURCE: International Transport Workers Federation Seafarers' Bulletin; No. 4, 1989, page 46.

rights abuses. Honduran officials have been cited by Amnesty International for murder, cover-up, corruption, torture and disappearances of trade unionists, students and human rights monitors.

Singapore's government is using a so-called Internal Security Act to restrict peaceful political expression and has unfairly imprisoned, restricted and intimidated its citizens from expressing their views on political issues according to Asia Watch.

In the Bahamas there has been extensive documentation of high-level official corruption in connection with narcotics trafficking.

Bottom-of-the-Barrel Wages

With runaway-flag ship owners devoid of any national allegiance, they are free to shop around for crewmembers. Often this practice leads to taking advantage of individuals from poverty stricken nations weighed down with heavy unemployment where wages are at rock bottom. Take for example Sri Lanka, where a laborer can expect to earn the equivalent of 16 U.S. cents per hour. Or, consider the Burmese, Indian or Pakistani workers who earn on average between \$1.50 and \$2.60 a day (measured in U.S. dollars at current exchange rates).

This exploitable market for ma-



Typically, the runaway vessel's owners have no connection to the country where the ship is registered. Pictured above is a Maltese-flag bulk carrier managed by a Greece-based company.

rine labor has become one of the perceived so-called benefits behind the massive movement on the part of ship owners to the runaway flags.

Manning Agents in Cahoots

The other half of the problem in the runaway-flag scheme is the use of unsavory hiring practices reminiscent of the old crimp system found in the United States at the turn of the century.

Continued on page 12

... And the List Is Still Growing

Flag-of-Convenience Registries

Antigua and Barbuda	Honduras	Netherland
Bahamas	Kerguelen	Antilles
Bermuda	(France)	Panama
Cayman Islands	Lebanon	Sri Lanka
Cyprus	Liberia	St. Vincent
Gibraltar	Malta	Vanuatu

Second Registries

(status depends on ownership being from the flag country and agreements acceptable to that country's unions)

Norway (NIS)	United Kingdom (Isle of Man)
Denmark (DIS)	Luxembourg (for Belgian ships)
Germany (GIS)	

Partial FOC Registries

Hong Kong
Philippines (foreign-owned ships bareboat chartered to Philippines)
Singapore (foreign-owned ships without ITF-approved agreements)

Note: Ships registered in these countries which can demonstrate that they are genuinely owned in that country are not treated by the ITF as flag-of-convenience vessels. Similarly, ships from countries not on the list will be treated as runaway-flag vessels if the ITF receives information that they are beneficially owned in another country.

SOURCE: International Transport Workers Federation Seafarers' Bulletin; No. 4, 1989, page 46.

Getting the Reiss into Tight Harbors Is No Problem for SIU Crew

Great Lakes vessels sometimes have to make do with what nature provides when they have to dock at a small inlet to offload or load cargo.

Such is the case of the Richard Reiss when it calls on Fairport Harbor, Ohio where the Grand River empties into Lake Erie. Along either side of the inlet are piles of rock, salt and ore that have been deposited there by ships like the Reiss.

While the Erie Sand Steamship Company vessel sails along the lower Great Lakes, its SIU crewmembers often have to work at locations with little more than concrete bollards or bits. Deckhands swing out on a landing boom to tie up the vessel for offloading.

In Fairport Harbor, the waters around the dock are so shallow the Reiss cannot pull along the shore. Crewmembers use a ladder from the conveyor boom to get on and off the ship.

Wheelmen at both ends of the vessel keep watch on the lines to adjust the location of the ship for offloading and to keep it from drifting onto the riverbank.

In the belly of the ship, the conveyormen and gatemen make sure the ship's conveyor belts are offloading the cargo evenly and swiftly. On the topside, deckhands stand ready to clean any holds impeding the offloading.

The whole process of offloading or loading takes a matter of hours, then the ship is on its way to another port. Seafarers serving on the Reiss say they like the ship because they don't see the same places constantly. "It never gets boring on here," AB Wheelsman Larry English, a Florida resident when not sailing, told a reporter for the Seafarers LOG.

The vessel used to be known as the Richard J. Reiss before its captain realized the name had 13 letters, bad luck on the Lakes. But its former name does not seem to haunt it. "She's a good ship," said Deckhand Ed Leonard. "I enjoy working on her."



Deckhands Mousa Salas (left) and Ed Leonard share a joke before cleaning a cargo hold.



The Richard Reiss enters Fairport Harbor on the northeast Ohio coast.



Keeping an eye on the shore lines is AB Wheelsman Larry English.



While other deckhands work from the shore, Deckhand Mousa Salas balances the boom ladder for Seafarers to get on and off the Reiss.



Deckhand Ahmed Ali Shohatee grabs a line to tie up the vessel.



Deckhands Hussein Ali (left) and Ahmed Ali Shohatee pull one of the tie-up lines to shore.



QMED John Kelley repairs a leaking pipe near the crew's quarters.



Wiper Musleh Mushin reaches for a hammer from the engineroom tool board.



AB Wheelsman Ken Svedek makes sure the Reiss does not drift to shore while offloading.



AB Watchman Nasser Alshakdary keeps an eye on shore operations from the stern of the Reiss.



Conveyorman Norm Guild pushes the buttons to start the boom conveyor belt.



Second Cook Ali Ahmed offers a crewmember some pecan pie.



Porter Saleh Ahmed Saeed prepares potatoes for the crew's dinner.

Lurline Black-Gang Visited by Four-Legged Cargo

Who was more surprised—the bull-calf that found himself unexpectedly in the Lurline's hot and noisy engine room or the third assistant engineer and the watch junior engineer at the console who turned around at some point and saw an intruder that looked like a "cow"?

The 500-lb. breeding bull-calf's adventure began when he wiggled himself out of the confines of his container on the deck of the Matson ship while en route from Hawaii to Oakland last month.

Originally "Bob," as he was called by those aboard the converted Puerto Rico Marine ro/ro ship, was part of a gang of four breeding bulls that found their way to freedom. But his three companions were quickly caught, and Bob was on his own.

Wandering through the ship, Bob made it down the ramps, squeezed through a hatch and found himself right in the middle of what must have seemed like bull-calf hell—the vessel's engine room.

Once inside the engine room, Bob slid down a ladder with a 50 degree incline which brought him to the generator level.

Bull-Calf Leaves Mark

In a fashion characteristic of frightened cattle, Bob relieved himself, thoroughly distributing liquid and solid excrement around the engine room.

"The Marine Fireman," the newspaper of the SIUNA-affiliated MFO, which represented the unlicensed black-gang crew on the Lurline, reported that this created "the first time in Matson's history that wipers put in for penalty time for cleaning up cow dung in the engine room!"

Shocked Engineers

Of course, Bob was not the only living being to be surprised by his presence in the engine room.

Imagine the shock of the unsuspecting crewmember who first learned of Bob's presence when the bull-calf nudged him from behind. The engineer on watch told Nick Celona, the SIU's boarding

patrolman, that when the bull-calf came strolling past the main console, he must have jumped 10 feet! Jacob Calcaterra, the MFO member on watch, said as far as he knew, this was a first.

While a terrified Bob entrenched himself in a storeroom area, crewmembers tackled the problem of extricating the unbudgeable bull-calf from the engine room. By removing a section of the bulkhead, and forcefully pushing at one of Bob's ends and pulling the other, Lurline crewmembers moved Bob to an adjacent ro/ro space. Next, Bob was driven to the main deck in a truck that backed into the area. Bob then was placed safely in a cargo net and hoisted with the main winch back into his trailer with his fellow animals.

Worse for the Wear

Both the Lurline and Bob needed some repairs after this adventure. Bob, while visiting the engine room, caused a generator to blow when his kicking busted the



A 500-lb. bull-calf appears stunned after having found himself in the Lurline's engine room.

lube oil line, blacking out the ship. On the other hand, the bull-calf, after bumping and banging around and going into near shock at finding himself in the engine room, required veterinary attention.

Seafarer Falls Back on Irish Heritage to Save His Life



Safely back home in the United States, Michael Marr recounts his harrowing experience in Aqaba, Jordan.

One day after turning 42 years old, SIU member Michael Marr called on every bit of experience he had gathered in order to save his own life in Aqaba, Jordan.

Marr was sailing as a steward assistant aboard the Cape Comet when it made an unscheduled stop October 26 in the port at the northern end of the Gulf of Aqaba, near the southern entrance to the Suez Canal. The Ready Reserve Force vessel was on its way back to the United States after offloading in Ad Damman, Saudi Arabia.

Marr received permission to go into town October 27, his birthday. He hired a cab driver at the gate who quickly became his tour guide. The evening went without a hitch and the cabbie said he would wait for Marr the next evening.

The Trouble Begins

Once again, Marr got shore leave, met the cabbie outside the gate and went back into town. Everything went fine until the pair drove back to the dock.

"The guard told us to report to gate 2," Marr recalled. "The ship

was docked at gate 1. I could see it right there and told him so. He said to go to gate 2.

"My cab driver knew something was wrong when we got to gate 2. He got into a fistfight with three men and yelled for me to 'Go! Run!' They grabbed me and took me into the guardhouse."

Marr was held against his will for more than three hours. He said only one of the three spoke English and kept asking him why he was against Iraq, why he was helping the Americans and what cargo was aboard the ship. Although the trio was unarmed, Marr could see people with machine guns outside. All of them were within sight of the port guards who seemed oblivious to the whole incident.

The galley gang member did the only thing he could think of: he fell back on his Irish-American heritage and immediately began speaking in an Irish brogue.

"I kept using words like 'Aye' and answered each of their questions with a question. I remember listening to the way Irish people talk and they always answer a question with a question. When they asked me why I was working for the Americans, I kept telling them, 'I have to feed my family, don't you know?'"

'Proud of Heritage'

"I'm very proud of my Irish heritage, but I never thought I would have to use it the way I did that night."

Marr had followed his captain's advice and carried only his shore pass as identification. He did not carry his wallet, passport or anything else that would mark him as an American citizen. The bachelor invented an Irish family when he was kidnapped. He told the captors there were no jobs in Ireland and he did not want his children to starve, so he started sailing.

After promising that he would sign off as soon as the vessel got back to America and he would re-

turn to Ireland, the trio let Marr go.

Freed By Captors

He hightailed it straight to the Cape Comet and woke up the captain at 12:30 a.m. to tell him the story. The captain called the port agent who brought a Jordanian army officer with him to the vessel. "Captain Mohammed [of Jordan's army] drove me throughout the port looking for them," Marr stated. "He kept saying they would go to prison." No one had seen a thing and the three captors never were found.

No Other Incidents

During the day of the 29th, Captain Pierce of the Cape Comet ordered the RRF vessel to be anchored away from the dock for safety reasons. Captain Mohammed returned to the ship in his private launch and assured the crew they would be safe to visit Aqaba that night. He told Marr, "If anything happens to you, he (the port agent) will go to prison. All of the army in Aqaba know of the incident and they will protect the

Americans."

Captain Mohammed personally escorted Marr to town where he met the cab driver. "He almost started crying," Marr recounted. "Both of his eyes were black. He kept saying he was so happy to see I was fine and that he tried to fight for me. I told him I appreciated it and would send him some cowboy boots when I got back to Texas."

The Cape Comet left on October 30. No other crewmember endured the harrowing ordeal that Marr encountered.

Months after living through the experience, Marr admitted he was "shaking like leaf" as he thought about it. Even his voice had begun to crack.

Marr stayed on the Cape Comet for a second, less eventful voyage to Saudi Arabia before signing off in Jacksonville, Fla. in January. He said his immediate goal is to get settled in his new house in Santa Fe, Texas and upgrade at the Lundeberg School as soon as possible.



Upgrading Can Open Doors

AB Marvyn Chester (third from left) says upgrading his skills is the key to earning higher pay and securing the "good things in life." He is joined by FOWT Brian Collins (left), FOWT Steven Hoskins (second from left) and AB Mike Spradlin, all of whom are also attending courses at the Lundeberg School.

Flag-Dodgers Fail to Maintain Decent Standards

Continued from page 9

Increasingly, governments and manning agencies are conspiring with ship owners and runaway registries to "sell" their seamen. According to ITF inspectors, it is common for seamen on runaway vessels to pay up to \$500 to a manning agency for a seafaring job.

A seaman aboard a Cyprus-flagged vessel reported that a crewing agent in the Philippines was pocketing close to half of his pay. It seems the manning agency had worked a deal with the Greek owners to have the seaman's pay sent to their company. The amount the seaman was making—before the agency took its cut—was \$220 per month in base pay and \$133 in overtime.

Typical of a manning agency's propaganda is the text from a promotional brochure of an outfit named Novelty Shipping & Trading Co. based in Piraeus, Greece. This particular manning agency was urging the use of Pakistanis as shipboard labor contracted through Novelty. "Low-wage Pakistani seamen . . . should be

considered the best choice between Asian nationals. They are hard workers, obedient, tames. . . and do not drink as their religion forbids it."

In addition, the brochure stated, the Pakistanis would be a bargain because their government forbids them from suing ship operators in any dispute over wages and working conditions.

Another tactic employed by governments in cahoots with this system of exploitation, is to demand a portion of the seaman's wages be sent directly to the manning agency or the national treasury itself. Additionally, the Burma government has ruled it illegal for a seaman to keep any pay received as a result of an action involving the ITF.

The Soviet Union is selling its seamen in order to bring an infusion of hard currency into the troubled economy of the giant nation. The country's merchant marine ministry peddles Soviet seamen, charges its clients in hard currency and pays Soviet seafarers in rubles—a currency of little value.

These days the runaway-flag system is fraught with abuse of internationally-accepted standards and chock full of incidents of exploitation of the seamen who crew these ships.

Rackets are Rampant

Double bookkeeping, withholding wages for months, having seamen sign papers in languages they do not understand, and threatening seamen with retribution from their own governments are but a few examples of the kind of disregard for crewmembers that characterizes runaway-flag operations.

With the tempo of abuse speeding up and the proliferation of runaway registries, violations of seamen's working and living conditions become harder to monitor and catch.

There are some who ask what is wrong with this system. At the outset, as the world makes strides to elevate human conditions, the runaway-flag system has a tendency to reduce standards on a worldwide basis to their lowest

point. The system drags down, rather than raises up, standards of living and business conditions.

Standards Must Be Lifted

It is the objective of the SIU to oppose such a cheapening of human life and corporate behavior. The union, along with its brother and sister seafarers' organizations throughout the world, is dedicated to lifting up the conditions of all maritime workers.

The ITF is trying its darndest to elevate the working conditions for seamen on flag-of-convenience ships. Despite these efforts, there is much left undone, and this is a challenge to the civilized shipping community.

In a world the president of the United States has proclaimed as being ready for a "new order," when societies around the globe are seeking to dismantle government systems of tyranny, it seems particularly incongruous that in the shipping sector a device should continue which, in effect, allows the exploitation of those who are ill-prepared to protect themselves.

Seafarers Show Solidarity with Israeli Sea Officers Union

The SIU extended the "brotherhood of the sea" to members of the Israeli Sea Officers Union last month who were protesting the policy of Zim Israel Navigation Co. to abandon the Israeli flag and transfer its vessels to flag-of-convenience registries.

The Israeli licensed officers union spokesman, Eli Romano, noted that Zim increasingly has employed fewer Israeli seamen. He estimates that Zim's operation includes only 25 or so Israeli-flagged ships. The remainder of Zim's vessels, which are either owned or chartered by the company, are being transferred to the registries of Liberia, Hong Kong and Singapore.

The union's members on the Zim Besor, which is registered in Liberia, struck early in April while docked in New Orleans. The Besor's eight officers stopped their strike after the union received an

order from the Israeli court. However, the union indicated it would continue to fight against Zim's flagging-out tactics.

Upon learning of the Israeli Sea Officers Union beef with Zim, the Seafarers moved to demonstrate its support of a fellow seamen's union, which is—like the SIU—an affiliate of the International Transport Workers Federation (ITF).

Seafarers met members of the Israeli union in Port Elizabeth, N.J. and Savannah, Ga. in order to show support in the event of a strike against two of Zim's container ships. For the time being, the Israeli Sea Officers decided not to conduct a strike but to continue discussions with the company.

The Haifa-based Zim, with a fleet of some 90 ships and 250 ports-of-call, is one of the world's largest shipping companies.



In Savannah, Ga. SIU member Joe Boevink is flanked by Chief Steward Jack Biton (left) and Second Mate Hanock Feigenlaum, both Israeli seamen sailing aboard Zim vessels.



Joining Israeli Sea Officers Union representative Eli Romano (second from left) in Elizabeth, N.J. are SIU members (left to right) Adolf Strawinski, Edd Morris, Don Presley, Edward Doruth and Bobby Gorbea.



Seafarers arrive in Savannah to show solidarity with members of the Israeli Sea Officers Union who are protesting Zim's policy of flagging-out its vessels and replacing Israeli crewmembers.

MAY 1991

June & July Membership Meetings; Deep Sea, Lakes, Inland Waters

- Piney Point
Monday, June 3
- Monday, July 8
- New York
Tuesday, June 4
- Tuesday, July 9
- Philadelphia
Wednesday, June 5
- Wednesday, July 10
- Baltimore
Thursday, June 6
- Thursday, July 11
- Norfolk
Thursday, June 6
- Thursday, July 11
- Jacksonville
Thursday, June 6
- Thursday, July 11
- Algonac
Friday, June 7
- Friday, July 12
- Houston
Monday, June 10
- Monday, July 15
- New Orleans
Tuesday, June 11
- Tuesday, July 16
- Mobile
Wednesday, June 12
- Wednesday, July 17
- San Francisco
Tuesday, June 18
- Thursday, July 18
- Wilmington
Monday, June 17
- Monday, July 22
- Seattle
Friday, June 21
- Friday, July 26
- San Juan
Thursday, June 6
- Thursday, July 11
- St. Louis
Friday, June 14
- Friday, July 19
- Honolulu
Friday, June 14
- Friday, July 19
- Duluth
Wednesday, June 12
- Wednesday, July 17
- Jersey City
Wednesday, June 19
- Wednesday, July 24
- New Bedford
Tuesday, June 18
- Tuesday, July 23

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

NOTICES

Looking for Photos

A former SIU member is collecting photographs of the 31 ships on which he has sailed. He has located all but eight: Val Chem, Jefferson City Victory, Northwestern Victory, Bradford Island, Oremar, Queens Victory, Alcoa Partner and Ezra Sensibar. If anyone can help locate pictures of these vessels, please contact Andrew Messana, 45 Pinoushion Rd., Framingham, MA 01701.

Thinking About Retirement?

The Sailors' Snug Harbor, located in Sea Level, N.C., is the only retirement home specifically for retired merchant seamen. To qualify, a seaman must submit proof of 10 years worth of deep sea merchant marine service. For an application or more information, contact Rose Tankard, Director of Social Services at (919) 225-4411, or write Sailors' Snug Harbor, P.O. Box 150, Sea Level, NC 28577.

Dispatchers' Report for Deep Sea

MARCH 16-APRIL 15, 1991

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups	Class B	Class C	All Groups	Class B	Class C		All Groups	Class B	Class C
DECK DEPARTMENT										
New York	40	14	11	21	13	9	0	52	13	8
Philadelphia	1	2	4	1	2	3	0	1	4	2
Baltimore	9	6	3	8	5	1	1	11	3	2
Norfolk	12	8	15	8	7	12	3	15	8	6
Mobile	7	14	13	8	6	13	6	32	11	13
New Orleans	29	17	13	32	11	14	6	23	15	15
Jacksonville	18	4	12	21	6	11	7	48	10	12
San Francisco	27	17	17	18	8	11	2	23	10	10
Wilmington	9	17	12	17	11	10	7	45	5	10
Seattle	33	7	11	22	6	11	2	18	4	0
Puerto Rico	13	3	1	10	1	2	1	9	10	6
Honolulu	6	4	7	5	5	2	4	43	15	13
Houston	35	14	13	27	10	10	0	0	2	1
St. Louis	0	1	2	1	2	1	0	2	7	4
Piney Point	1	7	2	0	5	2	0	333	143	122
Totals	240	135	136	199	98	112	40			
ENGINE DEPARTMENT										
New York	16	4	6	16	1	5	3	25	3	6
Philadelphia	3	4	2	1	4	1	1	3	1	2
Baltimore	11	1	7	4	5	5	1	8	1	2
Norfolk	3	3	6	1	3	3	1	6	3	3
Mobile	9	5	5	8	4	5	3	9	4	6
New Orleans	20	10	8	13	10	9	4	19	5	9
Jacksonville	18	9	10	10	7	10	3	20	10	4
San Francisco	12	5	9	12	4	6	4	9	6	6
Wilmington	6	6	5	6	4	6	4	18	1	3
Seattle	14	4	8	8	5	6	5	10	3	0
Puerto Rico	5	1	0	2	1	0	0	4	8	6
Honolulu	4	6	3	3	7	4	3	27	5	4
Houston	19	6	9	8	5	12	0	0	0	0
St. Louis	0	3	2	0	3	3	2	3	4	4
Piney Point	3	4	6	1	4	3	3	3	4	4
Totals	143	71	86	93	67	78	33	186	59	65
STEWARD DEPARTMENT										
New York	10	7	2	11	4	2	3	25	3	3
Philadelphia	0	2	0	0	1	0	0	1	2	0
Baltimore	3	1	2	2	1	2	1	3	2	1
Norfolk	5	3	5	3	2	3	1	4	3	3
Mobile	9	2	2	6	3	2	0	10	2	2
New Orleans	14	4	10	9	2	8	4	17	1	1
Jacksonville	12	2	1	5	4	0	0	13	5	4
San Francisco	44	6	8	30	6	1	12	63	11	13
Wilmington	9	5	3	12	2	1	6	16	5	3
Seattle	31	4	2	25	7	7	32	11	33	24
Puerto Rico	5	0	0	3	0	0	0	6	0	0
Honolulu	9	16	14	2	7	7	7	19	5	5
Houston	13	4	2	9	1	1	0	0	0	0
St. Louis	0	0	0	2	0	0	0	1	5	4
Piney Point	3	6	2	2	9	1	72	225	79	64
Totals	167	62	53	121	49	30				
ENTRY DEPARTMENT										
New York	7	14	46	6	19	44	0	17	25	56
Philadelphia	1	2	1	0	0	1	0	2	5	3
Baltimore	2	7	0	0	4	0	0	5	7	0
Norfolk	7	14	6	4	10	3	0	7	13	15
Mobile	5	14	12	0	8	5	0	12	28	52
New Orleans	8	17	31	10	16	13	0	5	12	22
Jacksonville	6	11	10	2	4	9	0	24	28	61
San Francisco	10	15	26	13	3	12	0	9	12	22
Wilmington	8	11	9	5	9	5	0	7	12	11
Seattle	7	9	8	2	5	4	0	13	11	4
Puerto Rico	7	6	1	3	2	0	0	3	43	191
Honolulu	2	28	118	0	21	84	0	7	13	28
Houston	3	9	14	4	10	2	0	0	5	2
St. Louis	0	3	2	0	1	1	0	0	44	3
Piney Point	0	37	7	0	38	5	0	116	271	478
Totals	73	197	291	49	150	188	0	860	552	729

Totals All Departments 623 465 566 462 364 408 145 860 552 729

***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 1,379 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,379 jobs shipped, 462 jobs or about 34 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From March 1 to March 15, a total of 145 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 13,798 jobs have been shipped.

Whitehurst: U.S. Ships Key to National Interests, U.S. Maritime Sector Must Go On Offensive

Dr. Clinton H. Whitehurst Jr., professor emeritus at Clemson University and senior fellow of the school's Strom Thurmond Institute of Government and Public Affairs, delivered the 1991 Paul Hall Memorial Lecture at the International Symposium on Coastal Ocean Space Utilization last month in Long Beach, Calif.

The lecture 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.

Dr. Whitehurst got his doctorate in economics from the University of Virginia after serving as a shipboard radio officer and in the U.S. Army. He joined the U.S. Naval Reserve in 1957 and was posted in naval intelligence assignments. In 1960 Dr. Whitehurst became a faculty member at Clemson University. He is the retired chairman of the institution's department of industrial management and chairman of its engineering management faculty.

Respected for his work in the field of transportation, management and economics, Dr. Whitehurst has served as an adjunct scholar at the American Enterprise Institute of Public Policy Research and as a consultant to various government agencies, the Congress and the Republic of China, among others.

The text of Dr. Whitehurst's lecture, entitled "In Search of an Enduring Maritime Policy," follows.

Several years ago, a very popular album by the well known British recording star, Roger Whittaker, was released in the United States. One of the songs in this album was entitled "Why." The recurring refrain line was, "Will the last word ever spoken be why—why. Will the last word ever spoken be why?" That is the question posed this afternoon but in a maritime context. Will the last word ever spoken over a dying maritime industry be—why?

Before addressing that question and the follow-on question of what, if anything, can be done, it is first necessary to define the term maritime industry and then describe the present day-to-day conditions under which the industry operates. As to a definition:

The maritime industry discussed here is composed only of those components which can be considered essential to our national security in the context of a defense policy that has as a central element power projection and the forward deployment of American armed forces.

It may be that control of the Mississippi and Ohio rivers and the Great Lakes would be vital were we invaded by Canada and/or Mexico. And the concept of power projection and forward deployment of forces would certainly be a contradiction in terms should the United States retreat into a fortress America. I believe, however, these scenarios are unlikely and am willing to leave a discussion of the rivers and Great Lakes maritime interests and their place in our national well-being to others more qualified. The emphasis here will be on U.S.-flag, citizen-crewed, ocean shipping and U.S. shipyards that build and repair ocean-going merchant and naval tonnage.

A port infrastructure able to handle a rapid throughput of the necessary logistical support for deployed forces is taken as a given.

'Power projection and forward deployment of American forces to insure security of U.S. vital interests has been established policy...'

Power projection and forward deployment of American forces to insure the security of U.S. vital interests has been established policy at least since the end of World War II. In essence, the concept means that if our national interests can be protected by deploying American power rather than making a stand on Long Island, the Delmarva Peninsula or along the California coast, then that is a better way to go. It is a policy, however, that requires a strong maritime posture as an essential prerequisite.

Now to a brief description of the day-to-day conditions under which U.S.-flag shipping and shipyards operate in peacetime. They are fairly straightforward.

(1) Ocean shipping and shipyards are, and always have been, relatively small contributors to our peacetime national product. And since small numbers in terms of employment and output are generally less important to politicians, a

continuing strong case must be made for spending taxpayer dollars on things maritime.

(2) Foreign trade, as a contributor to America's gross national product, is small compared to many countries in the world. In the 1980s, exports and imports averaged about 10 percent of GNP. The United States is not a nation that is critically dependent on its foreign trade even though the dollar amounts involved are quite large. Notwithstanding, however, the relatively small portion of GNP accounted for by foreign trade, the United States, as a nation, is still at one end of the largest collection of trading routes in the world. Its power as a sovereign nation to influence what happens to trade, and the means of conducting trade on these routes, is enormous.

(3) The role of ships and shipyards as essential components of our national security posture is not well understood or appreciated by a majority in Congress or by many of those in the executive branch responsible for fashioning and implementing a maritime policy. This is something the maritime industry is loathe to admit since, from their point of view, the case is self evident. I suggest that whatever monies have been appropriated and whatever programs put in place in support of shipping and shipyards over the past 35 years are better explained, though not entirely, by log rolling and pork barrel politics than by an administration, or a majority in Congress, acting in the belief that ships and shipyards are critical variables in the national defense equation.

(4) Nor is the role of shipyards and ships relative to our national defense posture well understood by the general public. What they do know is that the industry is subsidized. What they do not know is how relatively few tax dollars are involved. What they perceive is a high wage industry and woefully inefficient compared to its foreign competition. What they do not know is that marked improvements in competitiveness have been, and are being made. For example, absent government subsidies, American shipyards are generally competitive with their European counterparts.

'Historically, the maritime community has been made up of a coalition whose members, as often as not, have conflicting goals.'

(5) Historically, the maritime community has been made up of a coalition whose members, as often as not, have conflicting goals. The seagoing and shipyard unions have their agenda, as do the ship operators and shipyards, as do the Military Sealift Command, naval shipyards and seaport interests. The present, long-running battle between ship operators and shipyards over operators receiving operating differential subsidies on foreign-built ships, is not the first time, nor will it be the last, that coalition members disagree over a particular maritime program. The thing too often forgotten is that coalition members have more in common than not.

In time of war, conditions under which U.S.-flag ships and shipyards operate are understood well by the general public, bureaucrats and the Congress and need no retelling here.

The remainder of my remarks will be a review of the major causes of the maritime industry's fall from grace, as I see them, and some reflections and recommendations with respect to a future maritime policy.

- As to causes, not necessarily in order of importance:
 - Loss of an effective maritime advocate in Washington.
 - An industry slow to incorporate advances in maritime technology.
 - Ever higher vessel operating and building costs.
 - Continual warfare between ship operators and shipbuilders over the last decade.
 - A maritime industry that has circled the wagons; one that has settled into a defensive mode; one that opts to react rather than act.
 - A maritime industry that allowed opponents to choose national defense scenarios, that is, rationalize the role of merchant ships in time of national emergency or conflict.

Some comments on these causes in more detail include: In 1950 the Maritime Commission, charged under the Merchant Marine Act of 1936 with overall responsibility for the well being of America's maritime industry, was abolished as an independent agency and became part of the Department of Commerce. A reorganization in 1961 created an independent ocean shipping regulatory agency, the Fed-

eral Maritime Commission, and left the promotion of the industry to a Maritime Administration still within the Department of Commerce.

'The price for an irresponsible industry in this period was exacted in the 1970s and '80s as the long term decline...accelerated.'

In 1966 Congress rejected including the Maritime Administration into the newly created Department of Transportation. In turn, in 1968, President Johnson pocket vetoed a bill recreating an independent Maritime Administration. And as we all know, in 1981 the Maritime Administration did become a part of the Department of Transportation. The responsible agency administrator was demoted from an Assistant Secretary of Commerce to an agency head, among many, within DOT. It might be noted that the Department of Commerce cared less about the transfer and was probably happy to be rid of an irksome responsibility.

In 1968 the question of who speaks for the maritime community came to a head when the Acting Maritime Administrator refused to testify before the House Subcommittee on Merchant Marine and Fisheries on the grounds that the president had designated another in the administration to testify on a pending maritime bill. This at a time when the Maritime Administrator was an Assistant Secretary of Commerce. Twenty-two years later another Maritime Administrator failed to have cargo reservation included as part of a comprehensive U.S.-Soviet Union maritime agreement. Pressures from the Department of Commerce, the Department of State and the Office of the U.S. Trade Representative were simply too great.

Pick a date, but at some time in the past, the maritime industry lost an effective voice in Washington.

Notwithstanding all of the American innovations and contributions to maritime technology, the LASH, container-ships and the world's first nuclear powered merchant ship, to name several, U.S.-flag operators were slow to adopt the cost-saving technologies that counted most—diesel power plants, the automated bridge and the automated engine room, all of which reduced crew size and costs.

Nor were American shipyards all that innovative. They went happily on building ships, at higher and higher costs, using techniques long since abandoned by foreign competitors.

If the maritime industry was slow off the mark in technology application, management and maritime unions contributed little in the way of making American ships internationally competitive in the quarter century following World War II. Maritime wages outran wages in other sectors of the economy while crew sizes and work rules in shipyards added to costs with no increase in productivity. There was some symmetry, however. Shipyards turned out ships built with excess labor that in turn were operated by excessive crews. Remember though, it takes two to tango. Management acquiesced at every step along the way. In brief, the operating differential subsidy and the construction differential subsidy concept were heavily abused in the 1950s, '60s and early '70s. And in those cases where subsidies were not available to the ship operator, the alternative was to build in foreign yards and operate under foreign flags. The price of an irresponsible industry in this period was exacted in the 1970s and '80s as the long term decline of the U.S.-flag fleet accelerated. The highest price exacted, however, was an intangible which did not show up on any financial statement. It was loss of public support.

In 1977 the Maritime Administration allowed large tankers built with CDS monies to participate in the movement of Alaska crude oil to the lower 48 states. The rationale was that given a periodic shortage of Jones Act tankers, granting waivers (up to six months in a 12-month period) to CDS built tankers, was logical. Logical as such might seem, in the long run it pitted the traditional Jones Act operators against tanker operators engaged in foreign commerce.

In 1981 when the Reagan administration ended funding for CDS builds and opened a window for ODS liner operators to build foreign, the result was easy to foresee: a continuing conflict between liner operators and the shipyards. Aside from the build-foreign issue, skirmishes also took place with respect to registering foreign-built ships under the American flag and allowing them to participate in the protected Jones Act trades. One of the most visible battles was the 1983-84 fight to reflag the foreign-built

Cunard Princess and Cunard Countess and employ them in the cruise trades. Shipyard opposition prevented the enactment of the necessary legislation. To date, divisions within the industry have forestalled action on a number of bills to update the ODS program.

Since 1975 when cargo reservation for American-flag tankers was vetoed by President Ford, and later in 1977 defeated in Congress, the maritime industry has settled into a react rather than act mode. When maritime subsidies have been attacked in Congress, in the press, by OMB, individual members of the Federal Maritime Commission and just about everyone else, the response, as often as not, has been timid, if not apologetic. The proven notion that attack is sometimes the best defense was all but forgotten. Who here could not defend adequately a \$250 million annual maritime appropriation in contrast to our multi-billion farm income stabilization program, specifically the one billion dollar plus indirect subsidy given a few thousand American sugar producers; or defend maritime tax dollar expenditures when viewed alongside multi-billion dollar cost overruns and cancellations in defense contracts; or justify in terms of costs and benefits our billions for international development and humanitarian assistance?

Consider some tradeoffs. For the price of one B1B bomber, 84 U.S.-flag ships operating under ODS agreements could be kept at sea for one year; or keeping the same number of ships at sea for two years in lieu of reactivating just one battleship; or ten 1650 TFEU containerships could be built under a 35 percent CDS program instead of one SSN-688 attack submarine.

In terms of taxpayer dollar outlays, a modest ODS and CDS program can be defended if the will is there as can bilateral cargo sharing and unilateral cargo reservation programs. However, when cargo reservation or bilateral agreements are discussed, it is the exporter and importer that dominate the debate. Seldom mentioned is that a 10 percent share of U.S. bulk imports and exports could keep 50 ships at sea, approximately the amount of merchant tonnage taken from the ready reserve force (NDRF) in support of Desert Shield and Desert Storm. It also might be noted that it is far from clear that cargo sharing arrangements on the order of 10-20 percent reservation for American ships would significantly increase the landed cost of our imports and exports.

Maritime decision makers have allowed opponents to choose scenarios which make a case for relying entirely on foreign-flag, foreign-crewed ships in a national emergency. It has been a long time since the Battle of the North Atlantic and those early days in 1942 when the east coast was silhouetted with burning merchant ships. No question then about the need for U.S.-flag merchant ships and seamen. But it has been 45 years since the United States fought a war at sea, and the public forgets. With no losses at sea, it is not difficult to make a case for chartering low cost, foreign-flag shipping to support essentially land wars such as Korea and Vietnam. No ship losses—no problem. But as history continually shows us, the unexpected does occur, and nothing is that certain. Consider just this one scenario. Mainland China decides to blockade or invade Taiwan as a means of forcing unification of the two Chinas.

Under the Taiwan Relations Act, the stated policy of the United States is "to declare that peace and stability in the area are in the political, security and economic interests of the United States, and are matters of international concern (and) to consider any effort to determine the future of Taiwan by other than peaceful means, including boycotts or embargoes, a threat to the peace and security of the Western Pacific area and of grave concern to the United States."

'Seldom mentioned is that a 10 percent share of U.S. bulk imports and exports could keep 50 ships at sea...'

Now consider the recently reported statement by Chien Wei-chang, vice chairman of Peking's Political Consultative Conference. He said that delaying talks on the reunification of the two Chinas is only one of three factors that might trigger an invasion of Taiwan. The other two are a Taiwan independence movement and foreign interference in Taiwan's internal affairs.

Assuming the United States honors its commitment to Taiwan should Mainland China attempt to forcefully unite the two Chinas, it will be a sea war with a vengeance. Imagine in this scenario Philippine, Hong Kong, Malaysian, Indonesian, Panamanian or any other foreign-crewed ship running an air-sea blockade such as imposed by Nazi Ger-

many upon Britain after the fall of France in 1940. While some might argue we would never commit forces in defense of Taiwan, they had best remember we had no commitment at all to liberate Kuwait.

Wars on the oceans are not a thing of the past. The possibilities are real and must be prepared for. In such conflicts an adequate and active U.S.-flag, U.S.-crewed merchant marine willing to sail in harm's way is not an option among several for the United States, it is the only option.

Now some reflections and recommendations, all the time realizing that they were not etched in stone and handed down from on high. Nonetheless they represent some 45 years experience with the maritime world and, in my view, logical in terms of the points made this afternoon.

- Reestablish an independent Maritime Commission as specified in the original Merchant Marine Act of 1936. The new agency would include responsibility for promotion of the U.S. maritime industry, defined to include ocean shipping, major shipyards and seaports. Regulatory functions of the present Federal Maritime Commission would be a part of a reconstituted Maritime Commission and would be limited to guaranteeing fair play for American-flag ships engaged in international trade and enforcing bilateral and multilateral cargo-sharing agreements to which the United States is signatory.

- The option of negotiating bilateral/multilateral cargo sharing agreements with our bulk trading partners as a means of insuring a designated amount of U.S.-flag tonnage in these trades should be unambiguously enacted into law. The tonnage needed to maintain an adequate shipbuilding mobilization base and the tonnage needed to insure sufficient logistical support for deployed forces in time of emergency would determine the amount (percent) of cargo reserved for U.S.-flag shipping. There would be no operating subsidies for this shipping.

'...bilateral/multilateral cargo sharing agreements with our bulk trading partners...should be unambiguously enacted into law'

Those questioning the bilateral approach in international transport might note that bilateral agreements are the rule in international aviation and that this approach hardly has hurt American-flag carriers in the international movement of air passengers and cargo in spite of significantly higher American wages. And if there are additional costs imposed on the public by a cargo reservation policy, the cost would, in general, be spread over the population as a whole, which is precisely how any national defense expenditure should be borne.

- A new ODS program for liner shipping would include complete freedom of action with respect to trade routes and the general employment of the vessel. Inactive ODS vessels would be maintained at government expense in a "quick breakout" status. ODS payments would resume when the vessel returned to active service. Liner firms would have the option of building foreign and receiving an operating subsidy.

- Tankers, bulk carriers and combination vessels participating in bilateral/multilateral cargo-sharing agreements would be eligible for CDS and built in U.S. shipyards. Vessels built for service in the non-contiguous Jones Act trades (Hawaii, Alaska, Puerto Rico, Virgin Islands⁴ and Pacific territories) would be eligible for CDS. Building for the U.S.-foreign bulk trades, off-shore Jones Act trades and Navy building/repair work would be the underpinning for a shipyard mobilization base.

With respect to building bulk carriers, it is not unreasonable to assume that U.S. shipyards could build world class bulk carriers with a 35 percent construction subsidy. Cooperation between seagoing unions respecting crew size, the Navy with respect to national defense features, our best naval architects with respect to design, ships built in series, and shipyard management and labor bringing it all together, is an attainable goal.

- Naval shipyards would be privatized. At a time of record federal deficits, high cost defense options cannot be defended when there are acceptable, lower cost, alternatives available.

- The United States must be the lead player in establishing universal safety of life at sea regulations with respect to vessel operation and construction. The American position would be both firm and flexible. Firm with respect to insisting on reasonable and proven standards; flexible in not insisting on present U.S. requirements. Once agreements are in place, the operative word will be enforcement—beginning with uncompromising enforcement on U.S. trade routes.

- Jones Act restrictions would be limited to U.S.-flag, U.S.-built ships employed in the non-contiguous trades. The single requirement for U.S. coastal, intercoastal and Great Lakes shipping would be majority U.S. citizen ownership—nothing more.

'In no case should the United States drift into a nationalized merchant marine.'

- The role of the Military Sealift Command with respect to all aspects of commercial ocean shipping would be reviewed with the view in mind of sunseting the agency or that part dealing with commercial shipping activities. The burden of proof would be on those arguing the essentiality of the MSC, not on the U.S.-flag carriers. In no case should the United States drift into a nationalized merchant marine. It might be noted that when naval auxiliaries are added to vessels in the NDRF and RRF, maritime prepositioned ships, the eight SL-7's and the Military Sealift Command's titled and controlled fleet, a significant part of our merchant marine is already government owned, i.e., nationalized.

- The original concept of a national defense feature, as envisioned in the Merchant Marine Act of 1936, would become the policy of the Maritime Administration (Maritime Commission) and the Department of Defense. In brief, that policy is one in which a merchant vessel is designed, first and foremost, to meet the demands of trade. The concept of a ship designed for "all reasons," an idea periodically put forward by MSC, Congress and the Maritime Administration, should finally be put to rest. No one is that sure of what the demands of trade will be 10 or even five years down the line. An internationally competitive merchant vessel must be just that and nothing more.

The purpose of an NDF will be only to make a commercial vessel more suitable as a logistics support vessel in time of war or national emergency, not to provide a naval or military auxiliary operating in the guise of a merchant ship.

- In 1980 then candidate Reagan made his oft-quoted promise with respect to turning over to commercial ship operators a portion of the responsibility for operating and crewing naval auxiliaries. That proposal was made over 10 years ago. Two years ago Congress recognized World War II merchant seamen as being deserving of full veteran status. It should not take another 43 years for the Navy to recognize the loyalty and dedication of the citizen mariner and use him to the fullest extent possible.

In conclusion, I would like to explicitly make two points that have been implicitly made throughout my remarks this afternoon. They are:

National defense expenditures are not an exclusive line item in the Pentagon's budget. Treating federal expenditures in support of our maritime industry as defense dollars is both justified and logical. While no one questions the primacy of military control of merchant shipping and other maritime assets in a national emergency, the record is quite clear that a privately owned and operated U.S.-flag merchant marine and privately operated shipyards are the best way to insure that the necessary maritime assets are in place and ready to go in time of conflict.

The second point is that cargo comes before ships. For the past decade most proposals to stop the hemorrhaging of maritime assets have concentrated on ships, seemingly assuming that cargo would be there to support those ships. It is a case of the cart before the horse and must be recognized as such. If there are, in fact, other, more cost-effective options besides bilateral/multilateral cargo sharing agreements, they should be made explicit. The time for waffling on the cargo issue is long past.

In 1937 a blue ribbon panel considered ways to implement America's new maritime policy as set forth in the Merchant Marine Act of 1936. They concluded:

"We are about to start again, not in a riot of enthusiasm, not with an expenditure of billions, but with a carefully planned program that gives due regard to the factors of need, method, and cost. Therein, we believe, lies our hope for the future of the American merchant marine."

Not a word of that statement need be changed now some 54 years later.

¹ Roger Whittaker, In Concert, RCA Records, New York, NY.
² In 1989, \$220.4 million in ODS was accrued on 84 U.S.-flag ships (60 liners and 24 bulk carriers). One B1B bomber cost \$270.4 million. Reactivating one Iowa class battleship cost \$440.8 million. The cost of a 1650 TFEU containership built without subsidy in a U.S. yard in 1990 was \$129 million. One SSN-688 submarine cost \$456 million.
³ Taiwan Relations Act, Section 2(b) 4, 6.
⁴ At present Virgin Islands are not under Jones Act cabotage restrictions.

Dispatchers' Report for Great Lakes

CL—Company/Lakes L—Lakes NP—Non Priority
 MAR. 16-APR. 15, 1991 *TOTAL REGISTERED All Groups **REGISTERED ON BEACH All Groups

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	20	0	0	38	0	0	37	7
ENGINE DEPARTMENT									
Algonac	0	8	3	0	18	0	0	22	4
STEWARD DEPARTMENT									
Algonac	0	4	4	0	7	0	0	16	1
ENTRY DEPARTMENT									
Algonac	0	22	8	0	0	0	0	63	24
Totals All Departments	0	54	15	0	63	0	0	138	36

***Total Registered** means the number of men who actually registered for shipping at the port last month.
 ****Registered on the Beach** means the total number of men registered at the port at the end of last month.

Dispatchers' Report for Inland Waters

MARCH 16-APRIL 15, 1991

*TOTAL REGISTERED All Groups **REGISTERED ON BEACH All Groups

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	14	0	0	3	0	0	75	14	4
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	1	0	2	0	0	0	2	1	1
Jacksonville	1	1	9	0	1	0	0	0	6
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	4	2	0	0	0	3	6	7
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	2	2	13	0	0	3	2	2	10
Algonac	22	5	0	12	0	0	70	24	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	41	12	26	15	1	3	152	47	28
ENGINE DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	6	0	0	1	0	0	6	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	2	0	0	0	0	0	2
Algonac	16	11	0	9	0	0	42	25	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	1	0	0	0	0	0	0	0	0
Totals	23	11	2	10	0	0	48	25	2
STEWARD DEPARTMENT									
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	5	0	0	0	0	0	6	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	3	1	0	1	1	0	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	0	0	0	0	0	1	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	3	0	0	0	0	0	3
Algonac	7	7	0	4	0	0	29	13	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	13	7	6	5	0	1	37	13	5
Totals All Departments	77	30	34	30	1	4	237	85	35

***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.

Seafarers International Union Directory

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

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
 (301) 327-4900

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

HONOLULU
 606 Kalia Street
 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
 50 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
 St. Mary's County
 Piney Point, MD 20674
 (301) 994-0010

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

Government Services Division
 (415) 861-3400

SANTURCE
 1057 Fernandez Juncos St.
 Stop 16
 Santurce, PR 00907
 (809) 721-4033

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

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

WILMINGTON
 510 N. Broad Ave.
 Wilmington, CA 90744
 (213) 549-4000

Bosun George Cruz Killed in Accident Along Dock

Recertified Bosun George L. Cruz was fatally injured April 1 in the Saudi Arabian port of Ad Damman when the finger lift he was driving lost its brakes and flipped on top of him.

The 35-year-old crewmember aboard the Cape Hudson managed to steer the hoist from two other crewmembers before the fatal accident, according to a report submitted to the Seafarers LOG by Ship's Chairman Kevin Hare, Secretary Humberto Ortiz and AB Ben Ahakuelo.

Cruz was bringing the finger lift down the ship's ramp from the weather deck when the brakes gave out. The report noted the vehicle raced out of control coming down the ramp to the dock. It threw OSs Bob Bridger and Gene Perez to one side before making a 90 degree spin and flipping on top of Cruz.

Bosun Was Pinned

Bridger and Perez—both of whom were injured—and other crewmembers were unable to free the bosun until military equipment arrived. Cruz was taken by helicopter to an Army Emergency Hospital where he passed away during surgery.

Cape Hudson crewmembers held a memorial service for the bosun where was remembered as "a wonderful person. [He] was a sweetheart of a guy with a pleasant personality, soft spoken and always smiling. He was well liked by his shipmates and will be deeply missed."

Cruz shipped primarily from the union hall in his native Brooklyn.



Bosun George Cruz

N.Y. Port Agent Kermett Mangram said Cruz was very involved in all union activities taking place around the port. "He always wanted to know what he could do to help," Mangram recalled.

Cruz graduated from the Seafarers Harry Lundeberg School of Seamanship in December 1972. Notes from several of his instructors stated he was a good student and hard worker who had the makings of a good mariner.

Believed in Upgrading

The deck department member returned to Piney Point several times to upgrade with his last visit being the fall 1990 bosun recertification class. Upon his graduation in November, he told members he "was very proud to be a member of this union. Keep going because we are family."

Cruz is survived by his wife, Ana Marie, three daughters and a son.



AB Jim McHugh (left) and Cook Louise Martin served with Bosun George Cruz aboard the Cape Hudson.



AB Ben Ahakuelo (center), surrounded by Messman Steve Martin (left) and Steward Assistant Ramon de la Paz, provided the Seafarers LOG with photographs from the Cape Hudson crewmember's service for Cruz.



Above from left, Cape Hudson crewmembers AB Guillermo Quinones, Steward Assistant Ramon de la Paz and Chief Steward Humberto Ortiz return from George Cruz's memorial service.



In photo at right, George Cruz listens to an instructor during the bosun recertification course at Piney Point last fall.



Finance Committee at Work

The SIU finance committee, made up of rank-and-file Seafarers elected by the membership, met last month to review the union's records for the year. Seated around the table from top left are Pete Loik, bosun; Allan Rogers, bosun; John Fay, SIU secretary-treasurer; Tom Doran, chief electrician (who was elected chairman of the committee); Charlie Clausen, QMED; Joe Pomraning, QMED, and Terry Bader, master sailing on NATCO vessels.

Personal

Thomas Curley, who has been an SIU member for 19 years, now, unfortunately, finds himself in the McNeil Island State prison.

He wants to say hello to all his brothers and sisters in the Seafarers Union and would enjoy hearing from anyone who would

care to write.

Any seafarer who would like to correspond with Brother Curley may write him at the following address:

Thomas Curley—963375
P.O. Box 1000
Steilacoom, WA 98388



USNS Wilkes Crew Celebrates Pusan Arrival

After taking part in the Operation Desert Shield buildup, SIU crewmembers from the USNS Wilkes get ready for some shore time in Pusan, South Korea. Black-gang members in the top photo are (left to right) GUDE Joshua Georgiades, OMU Dennis Riley, QMED Donald Smith, OMU Edward Rynberg, First Asst. Engineer George Farris, Third Asst. Engineer David Browning and Second Asst. Engineer George Jacang. Rallying around the flag are ABs Christopher Regan, John O'Neal and Michael Thomas, OS Dwyen Ringbauer and Chief Steward Ben Henderson, who supplied the photographs.

Inquiring Seafarer

Question: What would you like to see the government do to assist the U.S.-flag merchant marine?

(Asked of SIU members at the union hall in Jacksonville, Fla.)



Tom Harris, QMED—I would like to see more subsidies and cargo preference. They should put some kind

of restriction on foreign-flag vessels so U.S. ships can compete with them.

Steve Walters, Inland Engineer—Trade restrictions and cargo preference. With trade restrictions, it would open up more cargo for U.S. bottoms.



Charles Whitehead, Able Bodied Seaman—I would like to see them give us more cargo for our ships which in turn

would give us more jobs.

Frank Rakas, Chief Steward—More jobs and more ships. I've seen the decline of the U.S.-flag merchant marine since 1945 and wish Congress would do something to stop it.



Mark DePalma, Able Bodied Seaman—That's a tough one. More ships and more jobs. They should expand the Ready Reserve Force

fleet and keep it up.

Calvin Stephens, Able Bodied Seaman—For one thing, congressmen should be more interested than they have been and get a few more ships. They should find out the merchant marine is as needed as the military.



Jose A. Tobio, Able Bodied Seaman—I have asked many times for more ships. When they need us, they call us

the fourth arm of defense. When they don't need us, they put us in the garbage and call us bums.

Antionette King, Steward Assistant—

Give us plenty of ships and give us plenty of good jobs. We need to keep the ships going.



Dave Newman, Bosun—I would like to see the Public Health Service return to assist all the merchant seamen. That's

the most they could do for us.

Eric Bain, QMED—Give it more support and find out more about what the merchant marine is all about. It doesn't seem like they know what we do.



Valentin Martinez, OMU—Re-open the Public Health centers. Work with us and remember us in peace.

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, makes examination each year of 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:

Angus "Red" Campbell,
Chairman
Seafarers Appeals Board
5201 Auth Way
Camp Springs, Md. 20746

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

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

EDITORIAL POLICY—THE SEAFARERS LOG. The Seafarers LOG traditionally has refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It also has refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September 1960 meetings in all constitutional ports. The responsibility for Seafarers LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board

may delegate, from among its ranks, one individual to carry out this responsibility.

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

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of the SIU constitution are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time a member feels any other member or officer is attempting to deprive him of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, the member so affected should immediately notify headquarters.

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

SEAFARERS POLITICAL ACTIVITY DONATION—SPAD. SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American Merchant Marine with improved employment opportunities for seamen and boatmen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the Union or of employment. If a contribution is made by reason of the above improper conduct, the member should notify the Seafarers Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. A member should support SPAD to protect and further his economic, political and social interests, and American trade union concepts.

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

Seafarers Welfare Plan Notice COBRA: Continuation Health Coverage

Seafarers or their dependents who have lost eligibility for health care coverage under the rules and regulations of the Seafarers Welfare Plan, may be eligible to purchase, at a premium, welfare coverage directly from the plan.

Seafarers who have lost their eligibility for plan coverage must notify the plan office immediately to find out whether or not they or their dependents may elect to continue benefits under this program.

To obtain more information about this program, Seafarers may call the membership services office at: 1-800-CLAIMS-4 (1-800-252-4674) or may write to:

COBRA Program
Seafarers Welfare Plan
5201 Auth Way
Camp Springs, MD 20746.

(The April 1989 edition of the Seafarers LOG contains a complete description of the Consolidated Omnibus Budget Reconciliation Act—or COBRA—program.)

The Seafarers Pension Plan announces the retirement of 15 members this month. Ten of those signing off sailed in the deep sea division while two belonged to the inland division and three sailed on Great Lakes ships.

Deck department member Fred A. Serrahn has been a member longer than any of the others to retire. Brother Serrahn joined the Seafarers in 1944.

At 71, galley gang member William Mitchell is the oldest of the new pensioners. He celebrated his birthday in March.

Brief biographical sketches of these and the other new pensioners follow:

DEEP SEA



HAYWOOD S. BUTLER, 66, joined the Seafarers in May 1972 in the port of Jacksonville, Fla. The Florida native sailed in the engine department. He upgraded to QMED at the Lundeberg School in 1985. Brother Butler has retired to Merritt Island, Fla.

JOSE GONZALEZ, 65, joined the SIU in 1955 in the port of New York. Born in Spain, he shipped in the deck department. Brother Gonzalez became a recertified bosun at the Lundeberg School in 1974. He calls Brooklyn, N.Y. home.



JOSEPH F. KALATA, 64, joined the union in 1954 in the port of Norfolk, Va. The native of Maryland served in the Air Force from 1944 to 1946. Brother Kalata sailed in the deck department. His last vessel was the Puerto Rico Marine Carolina. He resides in Baltimore.



WILLIAM A. MITCHELL, 71, joined the Seafarers in 1964 in the port of Norfolk, Va. He was born in South Carolina

and served in the Navy from 1938 to 1961. Brother Mitchell shipped as a chief cook before he retired to Chesapeake, Md.

ANTHONY PALINO, 63, joined the SIU in 1950 in the port of New York. The New Jersey native served in the Navy from 1943 to 1946. He upgraded to recertified bosun in 1974 at the Lundeberg School. Brother Palino lives in Garfield, N.J.

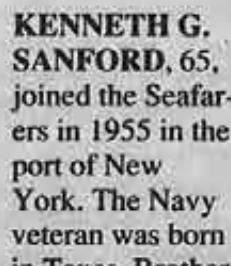


**To Our New Pensioners
... Thanks for a Job Well Done**

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.



MACK G. RICE, 65, joined the union in 1969 in the port of New York. Born in Mississippi, he served in the Navy from 1944 to 1946. Brother Rice was a member of the galley gang. He calls Baltimore home.



KENNETH G. SANFORD, 65, joined the Seafarers in 1955 in the port of New York. The Navy veteran was born in Texas. Brother Sanford sailed in the engine department. He also is a member of District 2-MEBA. He resides in Kinder, La.



FRED A. SERRAHN, 64, joined the SIU in 1944 in the port of New York. The Wisconsin native sailed in the deck department. Brother Serrahn last shipped as an able bodied seaman aboard the Sea-Land Newark Bay. He lives in Sturgeon Bay, Wis.

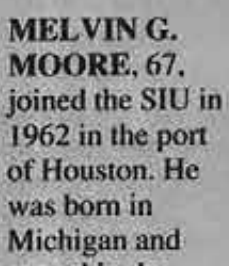


GEORGE F. STROPICH, 66, joined the union in March 1947 in the port of Galveston, Texas. Born in Michigan, he upgraded his engine department rating to QMED in 1975 at the Lundeberg School. Brother Stropich has retired to Houston, Texas.



JASPER TATE, 60, joined the Seafarers in 1955 in the port of Houston. The native of Louisiana shipped in the black-gang. Brother Tate's last vessel before retiring to Lake Charles, La. was the OMI Charger.

INLAND



MELVIN G. MOORE, 67, joined the SIU in 1962 in the port of Houston. He was born in Michigan and served in the Army from 1946 to 1947. Boatman Moore sailed as an AB for G&H

Towing. He calls Corpus Christi, Texas home.



STUART STEVENS, 62, joined the union in 1971 in the port of New Orleans. The native of Florida sailed as a tugboat captain. He resides in New Orleans.

GREAT LAKES

CLARENCE ELDER, 63, joined the Seafarers in 1956 in the port of Norfolk, Va. Born in South Carolina, he has shipped for many years as a QMED aboard the St. Clair. He lives in Spartanburg, S.C.

GEORGE PIERCE, 62, joined the SIU in 1952 in the port of Detroit. The New York native sailed as a conveyorman aboard the Sam Laud. He resides in Reno, Nevada.



ROBERT J. RADZIESKI, 65, joined the union in 1951 in his native Cleveland. He sailed as a porter aboard the Paul Townsend. Brother Radzieski still calls Cleveland home.

CORRECTION

ARTHUR BECK
The wrong photograph was published with the biography of deep sea member Arthur Beck on the pensioners' page in the April 1991 issue of the Seafarers LOG. This is pensioner Arthur Beck.



Soviet Embassy Has Large Backlog Of Requests for Murmansk Run Medal

The government of the Soviet Union has been inundated with requests for the commemorative medals it is issuing to U.S. merchant mariners who sailed in the convoy runs to Murmansk during World War II. Consequently, it is running behind in processing the applications. The Soviets simply were not prepared for the large numbers of requests pouring into the office, according to Nickolay Parshenko, first secretary and consul of the USSR embassy.

Seafarer veterans of the Murmansk Run who already have applied for the Soviet medal can expect a wait of many months before they will receive word from the Soviet embassy.

Processing Time Is Lengthy

The process is further complicated by the procedures utilized by the Soviets for processing the requests. Some of the work is done in the Soviet Union, thereby increasing the processing time.

The medals, which originally were available only to U.S. military personnel, have been designed to thank those who put their lives on the line to help the Soviet Union during the conflict and to offer a token of friendship from the USSR to the United States.

Those eligible WWII veterans who have not yet applied for the medal may do so by submitting a written request to the Soviet Consulate Office in Washington, D.C. In this request, the seaman must provide documentation of service in World War II and, specifically,

evidence of having sailed on vessels engaged in the convoy(s) to Murmansk.

Send Complete Information

In order to enable the Soviet Consulate to begin processing a request for the commemorative medal, the following information is required: (1) the merchant marine veteran's full name and current mailing address; (2) a full copy of the merchant marine veteran's DD Form 214, "Certificate of Release or Discharge from Active Duty" (which became available to them when they gained veterans status in 1988); and (3) a list of the name(s) of the vessel(s) that the veteran sailed on during the convoys to Murmansk.

The written request, as well as the information above, should be sent to: Mr. Nickolay Parshenko, First Secretary and Consul, USSR Embassy Consular Division, 1825 Phelps Place, NW, Washington, D.C. 20008.

The Soviet government also will accept applications that include all of the above-mentioned items submitted by the next of kin for a deceased seaman. Any questions concerning the issuance of the medal should be sent to the above address.

If an eligible veteran has already applied for the medal, but has not yet received it, patience is requested. The backlog is great, but the SIU has been assured that all applications will be processed.

Steel Ships and Iron Men

DIARY OF A VOYAGE
BY FATHER SINCLAIR OUBRE

Father Sinclair Oubre is Port Chaplain in Beaumont, Texas and an SIU member. He sails during his time off. During his last trip—aboard an ocean-going tug pulling a 450-foot-long barge of trailer trucks—he jotted down his thoughts regarding the voyage and the profession of seafaring.



Father Sinclair Oubre cooks the meals on the tug and washes up after them.

Day 1

I had begun my vacation after the last Mass at St. Jude's on Sunday, and it was time to put back into service my Z-card that had for too long gathered dust in my drawer.

I had grown up in Port Arthur, Texas, and had watched the great fleets of Texaco and Gulf sail past the town. I had the opportunity to get a taste of what it meant to be at sea when I was in college seminary. During the summers of 1978 and 1979, I sailed as ordinary seaman for a supply boat and as the saloon messman on a coastwise tanker. The memories of watching the foam break before the bow while the dolphins played just ahead was something that called me back . . . to leave the comfort of the rectory and again journey to the sea.

I gathered my things and, with my parents to drive my car back to Port Arthur, I set out for the Seafarers' hall in Houston to take care of necessary paperwork and then on to Galveston and the Todd Shipyard.

Immediately on boarding the ship, I met Tim the steward. I introduced myself and he said once I had completed getting my things aboard to come and eat supper. We had lasagna and spinach. The first day of this adventure ended with visions of Popeye and his spinach.

Day 2

It was a little hard to get to sleep last night. I found myself excited and anxious over how I would do. When morning came I showered and got to the galley for breakfast. Two eggs, ham and an English muffin made up the morning repast. The coffee was not Seaport dark roast, but it was hot and strong.

After breakfast the steward set me up with my task for the day and for the rest of the week. I will be soogeying the walls, ceilings and floors on all the decks.

I started in the chief mate's room. I worked on it for nine hours. It was not that he was dirty but rather it was a job that had not been done in quite a while. I spent another two hours washing down the port side passageway. With that complete, I was finished both physically and for the day.

The thing that became apparent to me today was the importance of silence.

I don't remember if it was that way 11 years ago on the Guadeloupe, or if I have gotten older and realize that it is better to listen and watch rather than try to talk and entertain.

Day 3

Today I continued washing down the bulkheads on the fourth deck. I finished the radio room, the starboard passageway, the cross passageway and began working on the stairwell from the bridge. My feet hurt, my back is sore. Progress is occurring but it seems so slow.

Word among the crew is that we will be back in the water on Friday. That will be good. The air conditioning will work better, and there will be that feeling that we will be going soon.

Day 4

The day began with much excitement. Word was that we would be out of drydock by tomorrow, then move to Pier 36 and continue the overhaul.

At lunch the excitement turned to confusion. Word spread among the crew that the company had lost the cargo, had cancelled the mates and engineers that they had ordered and were going to sign off the crew.

The ABs managed to get placed on the China Seal which needed three ABs. The ordinary seamen, the bosun and the pumpman will stay and continue to do overhaul work. I was called to the captain's office and told that I would be leaving for Lake Charles to join Crowley Towing's deep sea-going tugs as their cook.

My travels will now take me to Houston tomorrow morning, then on to Port Arthur/Beaumont where I will restock my cigar box, wash my clothes and check on the mail, and then I head to Lake Charles for a 2000 hour boarding.

Day 5

I was to be the cook on the El Falcon Grande which was due in at 10:00 that evening. When she passed the point, it was 11:45 p.m. When she was finally tied to the dock it was 12:30, but it was 1:30 a.m. before we could finally get aboard and stow our gear. Bedtime came for me at 2:30 a.m. with the knowledge that in only one hour I was to rise to face the morning rush.

Day 6

What actually occurred was that I was the only member of the crew who was up for breakfast. Everyone else was smart enough to stay in bed. I put everything away and went back to bed. Two hours later it was time to rise for the preparation of lunch.

Lunch went well. I was nervous because I wanted to please the crew and run a professional galley. After lunch, I cleared everything away and went back to bed. This process was continued after supper. It was only after lunch on the second day that I began to feel OK.

Day 7

Life aboard ship has a timeless quality about it. After a while, it is hard to know if I am preparing lunch or supper and was it this morning that we got on our way or was it yesterday?

So far, I have done five meals. The crew seems appreciative.

Today, the seas have picked up a little. I saw my first marine life. While standing on the bow after supper, out jumps a flying fish and flies ahead of the tug for 10 seconds.

Day 9

This evening we will celebrate the passing of the Yucatan Peninsula with a Mexican dinner. It will consist of

tacos, nachos and whatever else I can find in the storeroom that can have south-of-the-border flavor. If someone prefers something else, I have some pork from yesterday and I will make kebabs with it.

Day 10

We had sailed through a lot of rolling seas yesterday, but by evening I had thought they were over for a while. Then on waking this morning they were back again. The idea of spending the next 20 days trying to think of new things to cook, rolling in the galley while things are falling out of the freezer each time I open it and the long days standing at the sink washing up after the meals seem to be less interesting than it was five days ago. Yet, this evening I feel reinvigorated and ready to continue.

Day 11

It is now Thursday evening and we are still rocking and rolling along. The captain has said that we will be in Panama Saturday evening. When we arrive, it will be the same schedule for me, but for the rest of the crew, they will be occupied with off-loading and loading duties.

Day 13

The swells became worse and continued until we reached Panama at 1400 today. It was very frustrating this morning. I was trying to cook oatmeal. The swells came, the pot slid and I proceeded to drench the stove top with water. There was a pop, a hiss and then this eerie glow from beneath the burners. I had so hoped that I had fried out the top of the stove then it would be sandwiches for the rest of the trip, but that was not to be. I do believe that I am now down to two burners. This new situation will make cooking a bit more creative and call for more planning on my part.

We are about 10 miles south of the mouth of the canal. When we were coming in the captain pointed it out to me. There is not a community immediately adjacent to here. It is necessary to take a cab about six miles to the town. That does not sound too appealing for me at this time.

It is interesting to sit and listen to the stories and places that my fellow crewmen have been to. There is a nonchalance about the telling. There is no need to elaborate on the stories because someone else has already been there and can verify what they are saying. Yet, what would be an adventure for the average person is just a way of life for the seafarers.

Panamanian Customs arrived with five people. They worked quickly and efficiently and were finished in less than twenty minutes. I wonder, though, if the complimentary cigarettes and Coca Colas had any affect on the efficiency.

Day 14

Today was Sunday. We will be getting underway for Costa Rica in a few hours. Everything must be ready by that time.

As I am with individual members of the crew more, I learn more about their lives and their wounds. Each man is strong and capable in his task, real professionals.

Day 15

Yesterday evening, we arrived off the coast of Costa Rica. We were not able to enter the port of Limon because of the swells that were up to nine feet in height and because at 7:00 p.m. the dock workers went on strike. The swells made my life as a cook challenging to

say the least. Each time the helmsman would give the hard rudder to start to circle around, I would know of it immediately because everything in the kitchen would start to slide and keep sliding.

At 1800 hours we started our approach into the harbor. The pilot boat came alongside and dropped off the pilot, and one of our ABs hopped aboard so that he could be taken back to the barge. It is at times like these that the seaman makes his money.

Day 18

We left Limon at 10:30 a.m. on the 24th of July. It was a feeling of melancholy among the crew. It had been a stay of only 12 hours.

I have come to know the moral dilemma of the maritime cook. That is what to do with all the leftovers. This may not sound like a great problem, but aboard ship, there is not enough storage space to hold the leftovers until they can be used again.

Things became exciting this evening when #2 generator went down. The engineers immediately raced to the engine room and started the #1 generator and power was restored.

Day 19

The seas have been just marvelous all day. It is hard to tell if we are at sea. There is only the most imperceptible roll and light breeze. A day such as this makes going to sea a pleasure and not work.

After supper, I went out on deck and to my surprise, my friends the flying fish were joined today by a pack of dolphins. It was wonderful to watch them play in groups of three and four along the port side of the tug and just heady of the bow.

Day 22

On Day 20 we arrived in Guatemala. After supper, I went out on deck and watched as we slowly entered and maneuvered into dock. This took about two hours, but was easy because of the open area of the port. We had planned to stop in Honduras first, but our routing was changed and we went straight to Santa Tomas. It was a short stay. On our return, it was straight to bed because I had breakfast in four hours to prepare.

This short stay illustrates another difficulty in the sailor's life. We had sailed for three full days and were looking for a little time to shop, take care of personal business and see the town. This was not to be. The cargo had been handled quickly and efficiently and we were ready to go. A sailor's life is dictated by the cargo. When it is ready, he must be ready.

Since we left the Port of Cortez, the seas have been marvelous. The last few days have all the sloshing and rolling worthwhile. As one of the ABs said, if it was always this good, everybody would want to come out and be a seaman.

Day 23

Lo and behold, just as I thought that I had only to record our arrival in Lake Charles, we go and get boarded by the Coast Guard. I was asleep when the AB came and woke me saying that the Coast Guard was coming onboard and to stay off the deck and assemble in the galley. In a few minutes, a young enlisted man came into the galley and watched us as a group of guardsmen began searching the tug. It all lasted an hour and forty-five minutes. They searched our rooms, looked over our Z-cards and asked about the structure of the vessel. When they were satis-

Continued on page 25

Corelli Describes Diamond State's Voyage to Gulf



OS K. Davis and OS G. Learson go to work at the stern of the Diamond State.



Steward F. Abinks prepares a roast for the evening meal aboard the vessel.

From Christmas at sea, to 42 days in Saudi waters close enough to see and hear Patriot missiles being fired, to 21 days of ship confinement while pierside—these were among the experiences of the SIU crew aboard the Diamond State during the RRF ship's run to the Persian Gulf. The Diamond State's escapades were chronicled by the vessel's bosun, **Gerald Corelli**, in a letter to Joseph Sacco, the union's executive vice president, and to the Seafarers LOG.

The voyage started out peacefully enough in November, several months before the outbreak of war. The Interocean Management ship crewed up in New Orleans and, following successful sea trials, sailed on to Charleston, S.C. for a load of military cargo. Christmas was celebrated at sea. The steward department did a great job with the Christmas dinner—enough to make the members almost forget they couldn't be home for the holidays, reported Brother Corelli.

The vessel unloaded in Saudi Arabia on January 11 and shifted to anchorage right outside the harbor where it remained for 42 days—almost the entire length of the war. From that vantage point, the crewmembers were close enough to see and hear Patriot missiles being fired on several occasions.

Just before the cease-fire, the Di-

amond State moved pierside, where it remained for 21 days. During this time the crew was not allowed to leave the pier. Food, stores and slop chest supplies ran low, but everyone pitched in to do their part, according to Corelli, who included the photographs on this page with his letter.

"The engine department kept the ship moving and, at the same time, battled numerous problems with drinking water, drains, heat and air conditioning," Corelli noted. "The deck department took every opportunity to clean and paint the ship and keep the all-important cranes ready for immediate use. And the steward department kept the crew going by serving good, hot meals on time, even when stores ran low. All the officers have been a great help to the crew. We were blessed to have been able to put together a crew such as this."

The end of March found the Diamond State in the United Arab Emirates for stores and a well-deserved shore leave. Then on to Germany or back to the United States.

"We hope the American people can now see the importance of the merchant marine in wars of the world," concluded Corelli. "They need us, and we hope they will help us build the U.S. merchant marine back to full strength."



Nourishing, hot food is being cooked up by Chief Cook Inez Billizone.



E. Bussel, FOWT, and S. Sparks, GSU, pose for Bosun Corelli's camera.



Black gang members J. Harris, M. Campbell and J. Webster take a brief break from work.



GSUs Robert Worrel and Nancy Carmadelle pose for a photo.



Bosun Corelli pictured while on shore leave in Dubai.



Electrician J. Raible, FOWT R. Bullard and GSU E. Rodriguez pictured in the Diamond State's crew mess.



A. Howard, AB; T. Moran, FOWT, and D. Volluz, DEU, take a quick coffee break aboard the Diamond State.



ABs J. Collins and E. Lee never run short of work onboard the Interocean Management vessel.



FOWT S. Brooks takes a break from his engineering duties aboard the Diamond State.



There's always some work to be done aboard ship, say ABs L. Gardmema and Fred Domingo.



Third Assistant Engineer P. Ezekiel poses for a photo.



QMED R. Parker is ready for the ship's fire and boat drill.



Sitting around the table are, from the left, J. Hasson, chief mate; M. Ribera, chief engineer; J. Martin, deck cadet; N. Early, deck cadet, and E. Terkanian, 1st assistant engineer. Martin and Early are from the USNS Comet and came aboard the Diamond State to set up a volley ball game and barbecue.

Benefits Conferences To Begin this Month

Beginning May 13 in Houston and continuing throughout the year in each union hall, conferences have been set up for Seafarers, pensioners and their families to become familiar with the benefits available to them through the union and its various plans.

Leading the conference workshops will be officials and staff members from the Seafarers health plan, pension plan and vacation plan. The sessions have been set up to coincide with the union's monthly membership meetings to give as many Seafarers as possible an opportunity to participate.

Those attending the conferences will have an opportunity to ask questions, make suggestions and gather data regarding the benefits provided them by the various plans. Among the items to be reviewed under the health plan, for example, are hospitalization, surgical procedures, major medical coverage, out-patient service, doctor's visits, maternity benefits, prescription drugs, dental and optical care, as well as alcohol and substance abuse rehabilitation.

Workshop leaders also will inform conference participants about the SIU's scholarship program. The various forms used by Seafarers will be discussed, and all kinds of informational material will be handed out to those attending the workshops.

The sessions are open to all Seafarers, SIU pensioners and family members. A schedule of conferences is listed below. It is suggested, however, that those individuals who wish to participate contact their union halls to obtain more information.

Houston	Monday, May 13
Mobile	Wednesday, May 15
New York	Tuesday, June 4
Norfolk	Thursday, June 6
St. Louis	Friday, June 14
Philadelphia	Wednesday, July 10
San Francisco	Thursday, July 18
Wilmington	Monday, July 22
Seattle*	Friday, July 26
Baltimore	Thursday, August 8
New Orleans	Tuesday, September 10
Honolulu	Friday, September 13
Jacksonville	Thursday, October 10
San Juan	Thursday, November 7
Algonac	Friday, December 6

* Note change in Seattle date from previous edition of LOG.

Seafarers: More Skills Means Higher Pay

The Lundeberg School offers Seafarers the opportunity to upgrade their skills and achieve higher ship-board ratings. Higher ratings in each department provide Seafarers with increased earning potential.

The following chart can be used by Seafarers to determine eligibility for courses offered at the Lundeberg School. Also, refer to page 27 for the dates courses are offered.

For further information, talk with the union's patrolmen who meet the ships or any port official. Additionally, Seafarers may call the Admissions Office of the Lundeberg School.

ELIGIBILITY REQUIREMENTS FOR UPGRADING SEAFARERS

To use the chart, Seafarers should locate their department on the left. In the next column is a listing of the basic Group I and II ratings available at the school. On the right are the requirements Seafarers should meet before applying to the school.

DEPT.	POSITION	REQUIREMENTS	
DECK	Able Seaman	12 months seetime as an ordinary seaman	or 8 months seetime and graduated from Lundeberg School entry program.
	QMED	Hold a FOWT endorsement and have a minimum of 6 months seetime in a rating.	
ENGINE	FOWT	Normal color vision, 20/200 vision in both eyes corrected to 20/50 in both eyes, passed USCG approved physical examination and	
		6 months seetime as wiper	or 3 months seetime and graduated from Lundeberg School entry program.
STEWARD	Chief Steward	2 years seetime with rating of chief cook or higher	or 8 months seetime as cook/baker, 4 months seetime as chief cook and hold Lundeberg School certificates of completion for each program
		or 3 years seetime in rating above 3rd cook or assistant cook	or 4 months seetime as 3rd cook or assistant cook or higher, 6 months seetime as cook/baker or higher, 4 months seetime as chief cook and hold Lundeberg School certificate of completion for each program
		or 9 months seetime as 3rd cook or assistant cook or higher, 4 months seetime as cook/baker or higher, 4 months seetime as chief cook and hold Lundeberg School certificates of completion for cook/baker and chief cook programs	or 9 months seetime as 3rd cook or assistant cook or higher, 9 months seetime as cook/baker or higher and 4 months seetime as chief cook and hold Lundeberg School certificate of completion for chief cook program.
	Chief Cook	1 year seetime in steward department with 4 months as cook/baker	or 4 months seetime as cook/baker and hold certificate of completion from Lundeberg School cook/baker program
		or 1 year seetime as steward assistant after completing Lundeberg School cook/baker program.	
	Cook/Baker	3 months seetime as 3rd cook or assistant cook and hold Lundeberg School certificate of completion	or 6 months seetime in steward department and hold certificate of completion for Lundeberg School entry rating program
		or 12 months seetime at any rating in steward department.	
	Assistant Cook Utility	6 months seetime in steward department	or 3 months seetime in steward department and graduated Lundeberg School entry rating program.

Make Plans Now for a Summer Vacation at Piney Point

SIU members and their families who are now trying to figure out where to spend their summer vacation might consider the Seafarers Training & Recreation Center in Piney Point, Md., part of the SIU's Harry Lundeberg School of Seamanship.

Besides the comfortable accommodations for the whole family, there is plenty to do at Piney Point—from fishing and boating to tennis and swimming to working out in the health spa.

The ideal location of the school also allows for day trips throughout historic southern Maryland and the Washington, D.C. metropolitan area, using the school as a home base.

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

\$40.40 per day. An additional fee of \$9.45 per day is charged for the Seafarer's spouse and for each child (there is no charge for children under the age of 12). This price

includes all meals.

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

SEAFARERS TRAINING & RECREATION CENTER Reservation Information

Name: _____ SS#: _____ Book #: _____

Address: _____

Telephone #: _____

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: _____

Digest of Ships Meetings

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

Ships minutes 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.

OVERSEAS JOYCE (Maritime Overseas), January 22 — Chairman R. Bradford, Secretary S.R. Hamilton Jr., Educational Director Brian Connell, Steward Delegate Pablo Alvarez. Pay-off expected January 27 in Long Beach, Calif. All members reminded not to leave vessel until reliefs arrive. LOGs received. No disputed OT reported. Vote of thanks given for the fine meals, especially for Christmas Eve and cookouts. Bosun asked all crewmembers to remember the New Jersey and Boston Seamen's missions during the holiday season.

ITB PHILADELPHIA (Sheridan Transportation), January 27 — Chairman V.T. Nielsen, Secretary G.C. Bamman, Educational Director James Carnell, Steward Delegate Ali Hydera. No beefs or disputed OT. Vote of thanks to steward department for job well done. Next port: St. Croix.

AUSTRAL LIGHTNING (IOM), February 17 — Chairman W.L. Tillman, Secretary A.L. Saucier, Educational Director W.D. Barrineau. No disputed OT. Donation made to Toys-for-Tots on behalf of crewmembers.

CAPE CANAVERAL (Amsea), February 26 — Chairman Charles Parks, Secretary F. Costango, Educational Director Robert Caldwell. Vessel looking good, thanks to cooperation of crew. Secretary noted new refrigerators purchased and installed in crew messroom and microwave to be connected. Check LOGs for upgrading schedules; all members should upgrade. Will take on fuel in Wilmington, N.C. and ammo in Sunny Point. Members were asked to work together to make this a good ship and trip.

CAPE CATOCHE (Amsea), February 16 — Chairman Don Truax, Secretary K. A. Hopkins, Educational Director Al Parker, Deck Delegate Warren Gilliard, Engine Delegate Fred Caltiabano, Steward Delegate Kenneth Johnson. Chairman spoke with members about chemical warfare training they had received and urged them to familiarize themselves with attack station bill. He said chief mate still had tape on how to don chemical suit for those interested. Secretary told crew about water rationing in Saudi Arabia because of oil slick, but plenty of bottled drinking water would be provided. He thanked 4-8 watch for making coffee for galley gang in mornings and helping to keep crew mess clean at night. Educational director urged members to upgrade at Lundeberg School. Treasurer listed \$170 in ship's fund. No beefs or disputed OT reported. Crew advised company still waiting to hear if war bonus would be paid. Crew asked to donate to charity in memory of second mate's father who had passed away. Crew thanked steward department for great chow and for doing its part to keep ship clean.

CAPE CLEAR (OMI Corp.), February 10 — Chairman Carlos H. Canales, Secretary Michael Pooler, Educational Director H. C. Chancey, Deck Delegate Edgar Townsend, Engine Delegate Mark Stewart, Steward Delegate Karrem Allah. Chairman stated a typewriter, not a TV, had been purchased for ship. Secretary and treasurer noted \$409 in movie fund. Educational director urged members to be prepared in case of attack and to wear long sleeve shirts. Deck delegate reported disputed OT and no beefs or disputed OT reported by engine and steward delegates.

CAPE CLEAR (OMI Corp.), February 24 — Chairman Carlos Canales, Secretary Michael Poole. Typewriter was purchased in Germany; waiting to buy TV. \$409 in movie fund. Crewmembers were asked to be considerate of fellow crewmembers—keep air conditioning boundaries closed, take care of ice machine and use old VCR as much as possible so as not to wear down the new one. Supply of kits needed onboard. Crew advised to beware of pirates when crossing Straits of Malacca. Information requested on imminent danger pay and bonuses while in Saudi Arabia. Next port: Singapore.

CAPE FLATTERY (IJC), February 17 — Chairman Robert J. Dennis, Secretary William Perry, Educational Director James Tyson. No disputed OT.

CAPE MENDOCINO (OMI Corp.), February 3 — Chairman O. Ipsen, Secretary C. Scott. Chairman noted disputed OT in all three departments. He asked members to keep noise down when in rooms and passageway. Crew noted bad smell coming from drains. Crew asked company to check on chemical warfare equipment and union to check on bonus pay for hauling ammunition. Next port: Jacksonville, Fla.

CAPE METEOR (IOM), February 3 — Chairman B. Williams, Secretary D. Velandra, Educational Director K. Bidle. Bosun reminded members to be alert at all times while transiting Suez Canal during Desert Storm and help military as much as possible. No disputed OT. Suggestion made for OSs to stand watches. The experience will make them better ABs. Special thanks given to steward department.

GALVESTON BAY (Sea-Land Service), February 24 — Chairman D. Manson, Secretary R. Hicks, Educational Director Paul M. Titus. No disputed OT or beefs reported.

GOLDEN MONARCH (Apex Marine), February 11 — Chairman K. Koutourask, Secretary J. Gonzalez, Educational Director J. Negron. Chairman told crew vessel would be in port for two or three days. He said the voyage had gone well with no problems. No beefs or disputed OT reported. Steward delegate noted all was running smoothly. Galley gang thanked for job well done.

HUMACAO (Puerto Rico Marine), February 17 — Chairman L. Rodrigues, Secretary H. Galicki, Educational Director W. Turner, Steward Delegate D. Herrera. No disputed OT or beefs reported. Everything running smoothly. Problem reported in San Juan with longshoremen using messhall and eating the night lunch.

ITB MOBILE (Sheridan Transportation), February 3 — Chairman Fred Jensen, Secretary G. Lee. Chairman asked contracts department for information regarding reliefs. Treasurer listed \$35 in ship's fund. No beefs or disputed OT reported.

ITB NEW YORK (Sheridan Transportation), February 24 — Chairman S.C. Harrington, Secretary D.A. Brown. LOGs received. Beef reported in engine department for turning DEU for butter-worthing. Vote of thanks to steward department. Minute of silence observed for departed brothers and sisters. Next port: Staten Island, N.Y.

LIBERTY STAR (Liberty Maritime), February 9 — Chairman Ray E. Tood,

Secretary Vincent Sanchez Jr., Educational Director J. Hipolito, Steward Delegate Stanley Parada. Letter written to headquarters requesting clarification of OT in deck and steward departments. No disputed beefs. Vote of thanks given to steward department for good food and service. Request made to turn off radio during meal hours. Next port: Misushima, Japan. Ship will remain at anchor, launch will be available.

LIBERTY WAVE (Liberty Maritime), February 24 — Chairman Mark S. Downey, Secretary Donald E. McGraw. No disputed OT or other beefs. Motion made to change AB day workers to AB maintenance. New VCR and up-to-date movies requested.

LNG ARIES (ETC), February 17 — Chairman Luther Myrex, Secretary Dana Paradise, Educational Director/Engine Delegate Randy McKinzie, Deck Delegate James K. Walker, Steward Delegate Rafael Cardenas. Chairman noted Christmas card sent by headquarters in early December arrived in late January. He said new contracts were received and distributed and asked members to leave contracts aboard ship. He reminded members to donate to SPAD. Secretary thanked crew for separating trash and asked them to remove lids from jars before throwing them away. Educational director advised members to upgrade at Piney Point. Treasurer announced \$811 in ship's fund. No beefs or disputed OT reported. Crew asked union services department for retirement booklets and contracts department for one on shipping rules. Members thanked steward department for pool parties and job well done. Next ports: Himeji, Japan and Bontang, Indonesia.

LNG CAPRICORN (ETC), February 17 — Chairman B. K. Knuckols, Secretary J. P. Emidy, Educational Director Walter Kimbrough. Secretary said correspondence from headquarters about passing of Louis Gradacia was posted on bulletin board. He thanked crew for keeping mess and lounge clean and orderly. Educational director urged members with time to upgrade at Lundeberg School. Treasurer announced \$455 in ship's fund. No beefs or disputed OT reported. Steward department thanked for fine meals and service. Crew expressed hope war would end soon. Members congratulated Bosun Billy Nuckols and AB William O'Brien on their upcoming retirements, wished them good luck and said they would be missed. Next ports: Osaka, Japan and Bontang, Indonesia.

MAYAGUEZ (Puerto Rico Marine), February 3 — Chairman A. Rogers, Secretary Jose Ross. Chairman announced ship would pay off February 8 in Jacksonville, Fla. No beefs or disputed OT reported. Vote of thanks given to steward department for job well done.

MOKU PAHU (Pacific Gulf Marine), February 24 (197 Chairman Pete Lolk, Secretary J. Pratt, Educational Director D. Mitchell. Chairman encouraged all members to upgrade. Vessel possibly headed for shipyard for about 45 days. No beefs or disputed overtime reported. Fan needed in crew mess. Vote of thanks to steward department, especially for the cookouts. Bosun thanked all members for helping keep messhall and rooms clean.

NEDLLOYD HOLLAND (Sea-Land Service), February 17 — Chairman Freddie Goethe, Secretary Joseph Speller, Educational Director Dan Bush, Engine Delegate C. Jefferson, Steward Delegate Karen Fletcher. Chairman reminded crewmembers to upgrade at Lundeberg School and donate to SPAD. Treasurer listed \$43 in ship's fund. No beefs or disputed OT reported.

NEWARK BAY (Sea-Land Service), February 4 — Chairman John Frazier, Secretary V. Wallen, Deck Delegate William Lowry, Engine Delegate Michael Brennan, Steward Delegate Jerome A. Johnson. Steward delegate reported disputed OT. Deck and engine

delegates reported no beefs or disputed OT. Next port: Houston.

OMI CHARGER (OMI Corp.), February 21 — Chairman F.R. Schwarz, Secretary N. Johnson, Educational Director W. Yarber. Special thanks and luck to all men and women involved in the Persian Gulf runs. No disputed OT. Request the mailing of more LOGS. Next port: Port Everglades, Fla.

OMI HUDSON (OMI Corp.), February 24 — Chairman Leon Jekot, Secretary J. Rivera, Deck Delegate Paul W. Adams, Engine Delegate Ronald Williams, Steward Delegate Ernest Polk. Chairman noted no launch available December 17 and 18 while in Port Everglades, Fla. He announced vessel would pay off in New York. He reminded members to use their spare time wisely by upgrading at Piney Point. No beefs or disputed OT reported. Thanks given to galley gang, especially GSU Elsa A. Marker, for job well done. Steward department thanked crew for keeping mess room clean. Next ports: New York, Wilmington, N.C., Charleston, S.C. and Savannah, Ga.



Heading for the Persian Gulf

AB Eddie Townsend, left, and Bosun Carlos Canales help crew the Cape Clear as it heads for the Persian Gulf.

OMI MISSOURI (Vulcan Carriers), February 17 — Chairman C. Francum, Secretary C.M. Davalie. No beefs or disputed OT. All members reminded to upgrade. Vote of thanks to steward department and radio operator, Ron Dole, for assistance in letting the crew receive VCR tapes all during voyage and updates by newsletter of situation in Persian Gulf.

OMI WILLAMETTE (OMI Corp.), February 3 — Chairman Clarence Pryor, Secretary Robert L. Scott Sr., Educational Director F. V. Vogler. Chairman announced payoff set for February 6 in Louisiana, then vessel to go back to Texas. He urged members to keep hands off TV and antenna or no one will be able to watch it. Secretary urged members to be their best by going to Lundeberg School. No beefs or disputed OT reported. Crew thanked steward department for good food and fine salad bar.

OVERSEAS ALASKA (Maritime Overseas), February 3 — Chairman Robert Wilson, Secretary C. Woodward, Educational Director J. Quinter. Deck delegate reported beef. Engine and steward delegates reported no beefs or disputed OT. Members said there were problems with room temperatures. Crew reminded to clean rooms when leaving ship.

PATRIOT (Vulcan Carriers), February 17 — Chairman Charles Hill, Secretary T. Spingat, Educational Director L.P. Cope, Steward Delegate Joanne Knight. No disputed OT. Everything running smoothly. Mail service is poor. Communications—telex, phone—need to be improved in case of emergency at home. Concern expressed regarding payment of war bonus. Vote of thanks to steward department.

Continued on page 24

Ships Digests

Continued from page 23

PONCE (Puerto Rico Marine), February 10 — Chairman **Donald Wagner**, Secretary **Rafael Evans**. Chairman said everything was running fine. No beefs or disputed OT reported. Some crewmembers requested survival suits be kept in rooms. Steward department was thanked for job well done.

RALEIGH BAY (Sea-Land Service), February 24 — Chairman **Howard C. Knox**, Secretary **H. Johnson**, Educational Director **K. Katsalis**, Deck Delegate **Robert Bakeman**, Engine Delegate **Frederick Tierney**, Steward Delegate **Alfred L. DeSimone**. No beefs or disputed OT reported. Vote of thanks given to galley gang. Next port: Elizabeth, N.J.

RANGER (Vulcan Carriers), February 19 — Chairman **Calvin M. Miles**, Secretary **Roger D. Linasan**, Educational Director **Mick Vacca**. Chairman said crew had questions about war zone bonus. He noted crew unable to send telex asking for reliefs. Secretary said crew was good-working one. Educational director urged members to upgrade at Piney Point. Treasurer listed \$56 in ship's fund. Crew reminded to stay quiet at night and return dirty mugs and glasses to pantry.

ROVER (Vulcan Carriers), February 3 — Chairman **D. Ellette**, Secretary **E. Harris**, Educational Director **Arthur Baredian**, Deck Delegate **Carl Townson**, Engine Delegate **G. Thompson**, Steward Delegate **R. Royals**. Chairman has asked captain to inform steward when extra personnel will be aboard vessel. He asked contracts department for explanation of term "permanent employees" found in agreement with Vulcan Carriers and when war zone bonus would be paid. Crew urged to upgrade at Lundberg School. Treasurer listed \$204 in ship's fund. No beefs or disputed OT reported. Crew asked contracts department to consider retirement after 15 years at sea and age 55. Crew requested adapter be purchased so tapes bought in Dubai can be played in VCR. Crew reminded not to walk around passageway in just a towel as women are aboard. Members asked to be more considerate of others' clothes in laundry room, rewind films when finished viewing them and return tapes borrowed from crew's lounge.

SEA-LAND ANCHORAGE (Sea-Land Service), February 13 — Chairman **Robert Y. Wood**, Secretary **Aubrey Geting**, Educational Director **Kevin Bertel**, Deck Delegate **Stephen Ackley**, Engine Delegate **William Pinkham**, Steward Delegate **William Bryley**. No beefs or disputed OT reported. Crew asked why SIU communications come through company envelopes rather than straight to vessel.

SEA-LAND CRUSADER (Sea-Land Service), February 3 — Chairman **J. A. Osorio**, Secretary **N. Andrews**, Educational Director **O. N. Bermeo**, Deck Delegate **Jesse Fountain**, Engine Delegate **Rafael Duran**, Steward Delegate **Frank Sirignano**. No beefs or disputed OT reported. Next ports: Jacksonville, Fla., San Juan and Elizabeth, N.J.

SEA-LAND DEFENDER (Sea-Land Service), February 19 — Chairman **Luigi Alleluia**, Secretary **John J. Alamar**, Educational Director **R. Gumanas**. Secretary reported trip went very well. He thanked crew for keeping quarters clean. Steward delegate reported beef. No beefs or disputed OT reported by deck and engine delegates.

SEA-LAND ENTERPRISE (Sea-Land Service), February 17 — Chairman **Elex Cary Jr.**, Secretary **Lourice Martin**, Deck Delegate **Bob Richardson**. Chairman thanked crew for good trip. Secretary thanked bosun and crew for their cooperation. He called crew tops in union. No beefs or disputed OT reported.

SEA-LAND EXPRESS (Sea-Land Service), February 26 — Chairman **J.M. Ard**, Secretary **J.L. Johnson**, Educational Director **John D. Kelly**. No beefs reported. Deck department would like more guards on the gangway when overseas. Some disputed OT in engine department reported.

SEA-LAND INNOVATOR (Sea-Land Service), February 24 — Chairman **Claude J. Dockery**, Secretary **Jose M. Bayani**, Educational Director **M. Soldierer**, Deck Delegate **H. Bentz**, Engine Delegate **C. Barbati**, Steward Delegate **G. Sallee**. Chairman noted everything went all right on trip. Secretary thanked members for keeping ship clean. No beefs or disputed OT reported. Next port: Long Beach, Calif.

SEA-LAND INTEGRITY (Sea-Land Service), February 3 — Chairman **B. R. Hobbs**, Secretary **N. Evans**, Educational Director **A. O. Cuevas**, Deck Delegate **J. Scheck**, Engine Delegate **V. Limon**, Steward Delegate **J. O'Reilly**. Chairman announced payoff scheduled for Houston February 4. He said all was running smoothly. He reminded members to donate to SPAD and say a prayer for those serving in Persian Gulf. Educational director urged members to return movies. No beefs or disputed OT reported. Crew asked company for new TV antenna. Galley gang thanked for job well done. Next port: Houston.

SEA-LAND ILE DE FRANCE (Sea-Land Service), February 10 — Chairman **John C. Green**, Secretary **E. Doffoh**, Educational Director **E. Bain**, Deck Delegate **Michael Masek**, Engine Delegate **Donald Cox**, Steward Delegate **R. Hairston**. Chairman and secretary said all went smoothly. Treasurer noted \$75 in ship's fund. Engine delegate reported beef. Deck and steward delegates reported no beefs or disputed OT. Crew requested new VCR from company. Steward department thanked for good job. Next ports: Boston and Elizabeth, N.J.

SEA-LAND PERFORMANCE (Sea-Land Service), February 12 — Chairman **Robert Newby**, Secretary **Edward Porter**, Educational Director **Paul Thomas**, Engine Delegate **Silvio Reyes**. Chairman announced vessel would pay off in Houston. He said captain thanked crew for being safety conscious during trip. No beefs or disputed OT reported. Crew thanked steward department for good food.

SEA-LAND PRODUCER (Sea-Land Service), February 12 — Chairman **Jack**

Edwards, Secretary **Jennifer K. Jim**, Deck Delegate **T. Smith**, Engine Delegate **Michael Veigel**. Chairman stated vessel would pay off at 1300 on February 11 in Long Beach, Calif. Educational director urged members to upgrade at Piney Point. Treasurer announced \$90 used to purchase radio and \$260 used to purchase 80 movies. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck and steward delegates. Crew received communication about shipping rules change for reliefs. Members reminded to clean up after themselves. Next ports: Long Beach, Oakland, Calif. and Honolulu.

SEA-LAND QUALITY (Sea-Land Service), February 3 — Chairman **C. James**, Secretary **Gabriel Bonafont**, Deck Delegate **Charles Quales**, Steward Delegate **Floyd Payton**. Chairman noted all was running smoothly. He announced ship would lay up in Rotterdam for engine repairs. Secretary also stated everything was okay on ship. Educational director reported on safety meeting aboard ship. Treasurer listed \$120 in ship's fund. No beefs or disputed OT reported. Crew thanked company for installing new TV sets. Members asked for front-end loading washer and ice boxes in rooms. They noted VCR needs cleaning. Galley gang thanked for super job. Next port: Elizabeth, N.J.

WRIGHT (Amsea), February 20 — Chairman **Michael Wittenberg**, Secretary **Ivan Capowski**, Educational Director **William MacDulloch**. Statement read concerning no available reliefs. No communications received from headquarters. Telegram sent to headquarters regarding reliefs, war bonus and port defense and security (alarm not sounded during last missile attack). No disputed OT.

AMERICAN HERITAGE (Apex Marine), March 9 — Chairman **Clyde Smith**, Secretary **A. Holland**, Educational Director **W. Robenson**. All crewmembers reminded to clean rooms before departing. No beefs or disputed OT. Next port: St. Croix.

CAPE CLEAR (OMI), March 3 — Chairman **Carlos H. Canales**, Secretary **M. Poole**, Steward Delegate **Antionette V. King**. Ship heading back to Singapore. \$409 in movie fund. Mail service very poor for past couple months.

CHAUVENET (MSO), March 1 — Chairman **J.P. Focardi**, Secretary **V. Barnhart**, Educational Director **A. Matos**. Chairman reported vessel is looking much better. Job well done by all departments. New trash compactor onboard—members reminded to separate trash. Games to be picked up next time in port. \$400 in ship's fund. **R. Hatt** donated \$100 and **L. Sivak** (Navo) \$20. All members encouraged to upgrade. Chief mate planning party next time in port. Ship's fund will not be used; all will chip in \$10 or \$20. Mail service has been poor; no packages coming through. Expecting new movies.

FALCON DUCHESS (Seahawk Management), March 7 — Secretary **C. Jones**. Crewmembers reminded not to leave vessel until patrolman arrives. Poor mail service reported. Vessel paying off in Corpus Christi, Texas.

GOPHER STATE (IOM), March 7 — Chairman **J. Stout**, Secretary **A. De-laney**, Educational Director **J. Emidy**. No communications received from headquarters. Awaiting information on war bonuses. No disputed OT. Restriction to ship beef to be settled. \$250 in ship's fund. Twenty kilos of jumbo shrimp purchased, \$106 still remains in fund.

ITB BALTIMORE (Sheridan Transportation), March 3 — Chairman **J. Rogers**, Secretary **A. Hagan**, Educational Director **E. Macum**. No beefs or disputed OT reported. Two new TVs received. Vote of thanks to steward department for excellent food. Next port: St. Croix.

LIBERTY STAR (Liberty Maritime), March 9 — Chairman **Ray E. Tood**, Secretary **Vincent Sanches**, Educational Di-

rector **J. Hipolito**. Received answer from headquarters on clarification of OT beefs in deck and steward departments. Vote of thanks to steward department for fine job. The next port is in Japan. Crewmembers advised things are very expensive there. A haircut can cost \$25.92.

OMI CHAMPION (OMI Corp.), March 3 — Secretary **O.A. Roberts**, Educational Director **A.B. Francisco**. No chairman elected. Mail service is very slow; no communications received from headquarters. Crew is great. All members encouraged to upgrade. Disputed OT in deck department to be discussed at payoff. New VCR needed. Ladders leading to pump to be painted yellow for safety.

OMI WILLAMETTE (OMI Corp.), March 3 — Chairman **C. Pryor**, Secretary **Robert Scott**, Educational Director **J. Baggett**. New VCR received. Disputed OT in deck department to be handled at payoff. No other beefs reported. Vote of thanks to steward department. All members encouraged to upgrade and not to forget the old members. Thanks given to the LOG. Next port: Long Beach, Calif.

SEA-LAND CONSUMER (Sea-Land Service), March 3 — Chairman **W. Mortier**, Secretary **G. D'Ambrosio**, Educational Director **N. Lindsey**. Still waiting for new furniture. Bosun gave vote of thanks to steward department and whole crew for a job well done during long and strenuous trip. Importance of upgrading was stressed by educational director. \$143.59 in ship's fund. Some disputed OT reported in deck and steward departments. All complaints to be handled at payoff in Jacksonville.

SEA-LAND ENTERPRISE (Sea-Land Service), March 3 — Chairman **Elex Cary Jr.**, Secretary **L. Martin Sr.**, Educational Director **J. Ortiz**. No disputed beefs or OT reported. Vessel possibly laying up.

SEA-LAND EXPLORER (Sea-Land Service), March 2 — Chairman **Ted A. Tolentino**, Secretary **S. Ghani**, Educational Director **Robert E. Blackwell**. Very good trip. No disputed OT or other beefs. Steward department thanked for good chow.

SEA-LAND INTEGRITY (Sea-Land Service), March 10 — Chairman **B.R. Hobbs**, Secretary **P. Laboy**, Educational Director **A. Cuevas**. No beefs or disputed OT. Vote of thanks to steward department. Payoff will take place in next port: Elizabeth, N.J.

SEA-LAND MARINER (Sea-Land Service), March 10 — Chairman **A.R. McCree**, Secretary **P.P. Lopez**, Educational Director **G.R. Speckman**. Vessel being retiled. \$98 in ship's fund. Educational director reminded all crewmembers who wish to upgrade to see patrolman at payoff. Next port: Tacoma, Wash.

SEA-LAND PACIFIC (Sea-Land Service), March 4 — Chairman **Oscar C. Wiley**, Secretary **D. Spangler**. Steam table broken for several months. No beefs or disputed OT. LOGs received. An additional washing machine is needed. Dirty dishes should not be left in the lounge area—help the GSU and wiper keep the area clean. Thanks given to steward department, especially Chief Cook **B. Rombach**, for cookouts and salad bar.

SEA-LAND PRODUCER (Sea-Land Service), March 10 — Chairman **J. Edward**, Secretary **J. Jim**, Electrician **J. King**. Crewmembers reminded to upgrade. \$30 in ship's fund; \$60 used to purchase radio for crew messhall. No disputed OT. Telex received regarding trip off and reliefs. Steward department given a vote of thanks for good service.

SEALIFT PACIFIC (IMC), March 5 — Chairman **Ferdinand Gongora**, Secretary **Bill Collins**. Waiting for clarification from headquarters of Martin Luther King Day holiday. \$190 in movie fund. Thanks to all who donated. No disputed OT or beefs. Steward asked crew to return all dishes and silverware to galley. Mail service has greatly improved.



Painting the House

Bosun Errol Pak gets a good grip with one hand as he paints the house aboard the Overseas Juneau with the other.

Final Departures

DEEP SEA

EDWARD M. AUBUCHON

Pensioner Edward M. Aubuchon, 65, passed away February 1. Born in Missouri, he joined the Marine Cooks and Stewards in 1953 in the port of San Francisco. Brother Aubuchon retired in June 1972 merged with the AGLIWD.

MANUEL BARWELL-CENTENO

Pensioner Manuel Barwell-Centeno, 68, succumbed to heart failure on February 3. He joined the Marine Cooks and Stewards in 1952 in the port of San Francisco. Brother Barwell-Centeno started drawing his pension in April 1969 before the MCS merged with the AGLIWD.

WILLIARD BLUMEN

Pensioner Williard Blumen, 73, died of heart failure March 13. The New York native joined the Seafarers in 1955 in the port of New York. He sailed in the deck department before retiring in 1969. Brother Blumen was buried in Voschell Memorial Gardens in Baltimore.

York native joined the Seafarers in 1955 in the port of New York. He sailed in the deck department before retiring in 1969. Brother Blumen was buried in Voschell Memorial Gardens in Baltimore.

MICHAEL N. ESCHENKO

Pensioner Michael N. Eschenko, 75, passed away March 24. The galley gang member was born in Michigan. Eschenko joined the SIU in 1947 in the port of New York. He started collecting his pension in November 1982.

JOHN FARRAND

Pensioner John Farrand, 80, died April 1. A native of England, he joined the union in December 1946 in the port of Boston. Brother Farrand sailed in the engine department. He retired in May 1968.

EUAL GRANGER

Pensioner Eual Granger, 75, passed away in Lake Charles, La. on March 21. He was born in Mamou, La. Brother Granger joined the Seafarers in April 1955 in the port of Lake Charles, La. He shipped in the engine department until his retirement in March 1981. He was buried March 23 in Lake Charles' Consolata Cemetery. He is survived by his wife, Sadie.

March 21. He was born in Mamou, La. Brother Granger joined the Seafarers in April 1955 in the port of Lake Charles, La. He shipped in the engine department until his retirement in March 1981. He was buried March 23 in Lake Charles' Consolata Cemetery. He is survived by his wife, Sadie.

JOSEPH J. HARRISON

Pensioner Joseph J. Harrison, 91, died March 5. The Ala-

bama native was a charter member of the SIU, having joined the union in December 1938 in the port of Baltimore. Brother Harrison sailed in the deck department. He started collecting his pension in February 1975.

EDWARD M. JAMIESON JR.

Pensioner Edward M. Jamieson, 60, suffered a fatal heart attack March 10. Born in Massachusetts, he joined the Marine Cooks and Stewards in 1970 in the port of San Francisco. Brother Jamieson transferred his membership to the SIU when the MCS merged with the AGLIWD in 1978. He retired in December 1990. His remains were scattered at sea.

EUGENE R. JENKINS

Pensioner Eugene R. Jenkins, 79, died of respiratory failure November 7. The native of Washington joined the Marine Cooks and Stewards in 1959 in Santa Rosa, Calif. He began collecting his pension in February 1973. Brother Jenkins was buried in the Linden (Calif.) Cemetery.

FRED D. LEWIS

Pensioner Fred D. Lewis, 84, passed away in a New York hospital January 22. Born in Barbados, he joined the SIU in 1945 in the port of Mobile, Ala. He shipped in the Steward department. Brother Lewis began drawing his pension in 1976. He was buried January 25 in Frederick Douglass Cemetery in Staten Island, N.Y.

RALPH McDARIES

Pensioner Ralph McDaries, 76, died March 11 in Jacksonville, Fla. The native of Buncomb County, N.C. joined the union in May 1958 in the port of New York. He sailed in the galley gang until he retired in August 1979. Brother McDaries was buried in Green Pine Cemetery in Nassau County, Fla. His wife, Florence, survives him.

GONZALO RODRIGUEZ

Pensioner Gonzalo Rodriguez, 79, died March 14 in a Santurce, P.R. hospital. He was born in Ciales, P.R. and joined the SIU in September 1947 in the port of Philadelphia. Brother Rodriguez was a

black-gang member. He started collecting his pension in July 1977. He was buried in the Cemeterio de la Capital in Rio Piedras, P.R. He is survived by his wife, Esther.

WILLIAM W. MONTGOMERY

Pensioner William W. Montgomery, 65, passed away March 29. Born in Iowa, he joined the Seafarers in 1968 in the port of Houston. A member of the deck department, Brother Montgomery retired in June 1990.

FRANCISCO SOLIS

Pensioner Francisco Solis, 77, passed away February 27 in Bayamon, P.R. The native of Arroyo, P.R. joined the union in May 1945 in the port of New York. Brother Solis shipped in the deck department. He retired in 1968.

CLARENCE B. TROY

Pensioner Clarence B. Troy, 81, died March 7. Born in Michigan, he joined the Seafarers in March 1969 in the port of New York. Brother Troy sailed in the deck department until he began receiving his pension in August 1983.

JOSE VELAZQUEZ

Pensioner Jose Velazquez, 81, succumbed to respiratory failure March 27. A native of Ponce, P.R., he joined the SIU in June 1942 in the port of New York. Brother Velazquez sailed in the galley gang before retiring as a chief steward in July 1971. He was buried in Woodlawn Cemetery in Tampa, Fla. His wife, Carmen, survives him.

JOHN A. WAITH

Pensioner John A. Waith, 75, passed away January 24. The New York state native joined the union in February 1941 in the port of New York. Brother Waith shipped in the steward department before his retirement in February 1981.

JAM M. WONG

Pensioner Jam M. Wong, 86, died of heart failure March 3. He was born in China. Brother Wong was a member of the Marine Cooks and Stewards. He retired in 1973, prior to the union's merger with the AGLIWD.

INLAND

WILLIAM OSTENDORF

Pensioner William Ostendorf, 68, suffered a fatal heart attack March 19. The Maryland native joined the Seafarers in 1956 in the port of Baltimore. He sailed as a tugboat captain before retiring in January 1981. Boatman Ostendorf was buried March 22 in Baltimore's St. Stanislaus Cemetery. He is survived by his wife, Agnes.

19. The Maryland native joined the Seafarers in 1956 in the port of Baltimore. He sailed as a tugboat captain before retiring in January 1981. Boatman Ostendorf was buried March 22 in Baltimore's St. Stanislaus Cemetery. He is survived by his wife, Agnes.

GREAT LAKES

RICHARD C. GRAHAM

Richard Graham, 49, succumbed to cancer March 11. Born in Michigan, he served in the Marine Corps from 1954 to 1956. Brother Graham joined the SIU in October 1962 in the port of Frankfort, Mich. He worked as an engineer for Mackinac Island Ferry Lines and was an active member at the time of his death. He is survived by his wife, Donna, and seven daughters.

Diary of a Voyage

Continued from page 20

fied that we had no contraband, they left and then boarded the barge. At that point, I returned to bed. I understand that they finally left and we got back underway at about 1:30 a.m.

For me it was only one more note in this whole adventure. For some of the crewmen, it was an agitation, especially since they could not accompany the searches as they scurried in each of our rooms. I can say now, though, that I have seen first hand that the Coast Guard is involved in drug interdiction on the high seas.

Day 24

I spent most of the day trying to catch up on the sleep that I lost when we were boarded. It was 12:30 a.m. when I returned to bed and at 3:30 a.m. I was up again for breakfast. Only the two ABs who were on watch came. The other crewmembers chose to sleep as late as possible before their watch began.

This evening I began taking inventory of our storeroom in preparation for ordering stores when we arrive in Lake Charles. I did a little tonight and I will finish it tomorrow.

Day 25

I saw the first sign that we were nearing home today—the drilling rigs. The first ones to be seen are huge. Standing in over 800 feet of water and rising 80 or more feet out of the water, they stand as beautiful, coming us back to our country. They stand alone, doing their work in a silent and

FAUNTLEROY ROMMEL

Pensioner Fauntleroy Rommel, 87, died of cancer March 11. A native of Clare, Mich., he joined the union in December 1953 in the port of Elberta, Mich. Brother Rommel sailed in the engine department aboard car ferries before he retired in August 1968. He was buried in the Blaine Township (Mich.) Cemetery.

CORRECTION

An incorrect obituary concerning deep sea member George Barnes was published in last month's Seafarers LOG. The corrected biographical sketch is printed below.

GEORGE BARNES

Pensioner George Barnes, 63, suffered a fatal heart attack February 12. The Philadelphia native served in the Marines from 1944 to 1946. Brother Barnes joined the SIU in May 1951 in the port of Galveston, Texas. He shipped in the deck department until his retirement in August 1986.

unseen world so that many people can benefit.

One of the marked changes that has occurred along this voyage has been the light of day. When we began it would begin to become dark around 8:00 p.m. By the time we made Panama, it was dark by 7:00. One can really notice the latitudinal differences in the length of days as we have sailed almost due north-south and back.

We should pick up the 30-mile buoy around 6:00 a.m. tomorrow, then dock in Lake Charles around noon. When we get there, it will be business as usual. The ABs will work the barge to dock and then secure it in place. After that, they will tether the lines of El Falcon Grande to the dock and this voyage will be completed. It has been done so many times that the miracle of the achievement is missed by all who participate in it.

We have travelled from Louisiana to the equator and back in 20 days. We have visited three ports and have moved tons of cargo. The engines have done their duty and propelled us the distance without complaint. The crew has stood their watches, cooked the meals and handled any difficulties that arose. In all, it is something to celebrate. But there won't be any band or congratulations on our return. There are only new orders, new sailing times, quick turnarounds and hurried efforts to get everything ready to do it all again.

If the seamen had time, maybe they would be able to stop and reflect on the Herculean effort and accomplishments they perform. Instead, it is just another run, another day, another watch.

Lundeberg School Graduates Eight Classes



Trainee Lifeboat Class 470—Graduating from trainee lifeboat class 470 are (from left, kneeling) Larry Carranza, Rodney Edmands Jr., Mike Cullum, Tim Perkins, Timothy Green, Eric Dangerfield, Angel Pereira, (second row) Francisco Sarinana, Jason Trickett, Kelly Henderson, Jack Mills, Shane Cassidy, Thomas Orzechowski Jr., Robert Harris, Barbara Clucas, Paul Pagano, Matthew Wilcox, James Gunn, Ben Cusic (instructor), (third row) Steven Williams, Kyron Bickham and James Speer.



Trainee Lifeboat Class 471—Recently graduating from trainee lifeboat class 471 are (from left, kneeling) Brian Smith, Tina Montney, Kevin Shinn, Raul Padro, Richard Riley, Kevin Twiford, David Colucci, (second row) Buddy Miller, William Gordon, Bo Baxter, Scott Pack, Karmell Crawford, Levelle Sears, Kevin Mitchell, Troy Solomon, Charles Allred, Jon Benson, Paul Hayes, Stan Garnett, Robert Rogers and Joe Braden.



Marine Electronics Technician—Upgrading their engine department ratings are (from left) Robert Wroblewski Jr., Gary Hughes, Marsha Mullis, Russ Levin (instructor), Steve Roberts and Charles Lofton.



Tankerman—Graduates of the tankerman class receiving their endorsements this month are (from left) Jim Shaffer (instructor), Reinaldo Rivera, Efrain Morales, Edward Hernandez, Claude Sankey, (second row) Juan Diaz, Pablo Navarro, Louis Ferrer and Rafael Pujals.



QMED—Completing their instruction as Qualified Members of the Engine Department are (from left, kneeling) Blair Greene, Paul Duffany, Dean Truax, Mann Aroon, Todd Christensen, (second row) Douglas Rumball, Vince Larimer, Ronald Cellous, Andre Carriere, (third row) Angelo Persica, Kevin Hall, C.A. Long, T.W. Preston, Thomas Flynn, Daniel Crean, Jorge Bonelli, (fourth row) Calesta Saunders, O'Dell Parmley, James Green, Gilbert Millsap and Barney Kane (instructor).



Upgraders Lifeboat—These members learned about emergency drills, basic compass navigation and use of all lifeboat and life raft equipment. They are (from left) Willard Martin, Robert Varnadore, David McCarthy, Antonio Delgado and Jim Moore (instructor).



Limited Mates—Graduates of the limited mates course are (from left) Robert Foltz III, Casey Taylor (instructor), Donald Somers and Gordon Cherup.



Diesel Engine Technology—Earning their certification in diesel engine technology are (from left, sitting) John Smith, Frank Sessa, (standing) Philip Pardovich, Brett Lammers, Curtis Jackson, Mark Dumas, Eric Bain and John Wiegman (instructor).

1991 UPGRADING COURSE SCHEDULE

The following is the current course schedule for June–October 1991 at the Seafarers Harry Lundberg School of Seamanship. All programs are geared to improve job skills of SIU members and to promote the American maritime industry.

The course schedule may change to reflect the membership's and industry's needs as well as the national emergency mobilization in the Persian Gulf.

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	July 8 September 2 October 28	August 16 October 11 December 6

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

Lifeboatman	June 10	June 21
	June 24	July 5
	July 8	July 19
	July 22	August 2
	August 5	August 16
	August 19	August 30
	September 2	September 13
	September 16	September 27
	September 30	October 11
	October 14	October 25
Ship Handling	October 28	November 8
	June 24	July 5
	August 19	August 30
Radar Observer Unlimited	September 30	October 11
	October 28	November 8
	July 8	July 12
Inland Deck Licenses	September 2	September 6
	October 21	November 8
	September 30	December 6
Celestial Navigation	July 15	August 2
Third Mate	September 2	December 13
Upon completion, the Sealift Operations course must be taken.		
Tankerman	August 19	September 13

SHLSS College Program Schedule for 1991

FULL 8-week Sessions	June 3	July 26
	August 12	October 4
	October 21	December 13

Recertification Programs

Course	Check-In Date	Completion Date
Steward Recertification	June 3	July 8
Bosun Recertification	September 30	November 4

Oil Spill Course

Course	Check-In Date	Completion Date
Oil Spill Prevention & Containment (1 week)	June 24 August 5 September 16 October 28	June 28 August 9 September 30 November 1

Upon completion, the Sealift Operations course must be taken.

Steward Upgrading Courses

Course	Check-In Date	Completion Date
Assistant Cook, Cook and Baker, Chief Cook, Chief Steward	All open-ended (contact admissions office for starting dates)	

Upon completion, all students will take a Sealift Familiarization class.

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED—Any Rating	September 30	December 20
Fireman/Watertender and Oiler	September 2	October 11

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

Pumproom Maintenance & Operations	September 30	November 8
Marine Electrical Maintenance	August 5	September 27
	October 14	December 6
Refrigeration Systems Maintenance & Operations	August 19	September 27
Marine Electronics Technician	September 30	December 20
Electro-Hydraulics	June 10	July 19
Basic Electronics	September 2	September 27
Hydraulics	June 10	July 5
	July 22	August 16
Refrigerated Containers Maintenance	July 8	August 2
Welding	September 30	October 25
Deep Sea/Inland Engineers	October 7	December 13
Assistant Engineer (Deep Sea & Inland)	October 4	December 13

All students in the Engine Department will have a two-week Sealift Familiarization class at the end of their regular course.

1991 Adult Education Schedule

Course	Check-In Date	Completion Date
High School Equivalency (GED)	July 29 October 28	September 13 December 6
Adult Basic Education (ABE)	July 29 October 28	September 13 December 6
English as a Second Language (ESL)	July 29 September 29 October 28	September 13 October 18 December 6
ABE/ESL Lifeboat Preparation Course	June 17	July 12

UPGRADING APPLICATION

Name _____ Date of Birth _____
(Last) (First) (Middle) (Mo./Day/Year)

Address _____ Telephone _____
(Street) (City) (State) (Zip Code) (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 _____ (dates attended)

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 Life Boatman 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 Lundberg 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)

ADULT EDUCATION DEPARTMENT

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

COLLEGE PROGRAM

- Associates in Arts Degree
- Certificate Programs

No transportation will be paid unless you present original receipts and successfully complete the course. RETURN COMPLETED APPLICATION TO: Seafarers Harry Lundberg Upgrading Center, Pooey Point, MD. 20674



Learn to Earn

Seafarers can upgrade their shipboard skills and thereby increase their earning power by taking courses at the union's Lundberg School. See page 22 for eligibility requirements.

Great Lakes Pensioner Builds Award-Winning Model Ships



Pensioner Helge Anderson lifts up the bridge and deck of the Irene A. model he built to show its working steam engine.

As a child, Helge Anderson used to gaze across Lake Erie from his northeast Ohio home and wonder what life would be like if he worked on the Great Lakes. He built models of the ships he saw sailing past the coast and floated them along the shore with his friends.

Today, Anderson reminisces about his career as an SIU member sailing for Great Lakes Towing. And he still builds models that he can float along the shore of Lake Erie near his native Conneaut, Ohio home.

The 70-year-old deck department pensioner constructs a variety of tugboats, passenger ships and oldtime man-of-wars not just

for himself but for others. Anderson's award-winning vessels are on display in various maritime museums in the area, and one finely detailed tugboat sits in the headquarters lobby of Great Lakes Towing in Cleveland. Some of his work has been valued at \$10,000.

"I've been making models since I was a kid," Anderson recently told a reporter from the Seafarers LOG. "But I started getting serious about it in 1972."

The living room of Anderson's home is filled with ships and tugboats of numerable sizes and shapes. Tugboats, on which he shipped for 20 years with the towing company, are so detailed that even mops hang in their proper

places. The larger models feature sliding doors on the bridge, steering sticks and throttles in their proper locations and dimensions.

Several of Anderson's tugboats do more than just float. "Some you can play with," he noted. One, the Idaho, has a radio controlled engine inside of it so he can run it offshore. Another tugboat, the Irene A., has a miniature operating steam engine. "It is complete with a pipe to puff smoke," he pointed out.

Anderson's home does have a garage which he has converted to his work area. Above the door that normally would be used for a vehicle hangs a sign "Shipyard."

Inside is a complete woodworking shop with hand and table saws, hammers, files, rasps, nails, bolts, scales and paint. On one table is a 1781 man-of-war named the Rattlesnake, with a mast rising more than a foot above the deck. The 20-gun sloop sailed on the Great Lakes during the early 1800s.

Anderson uses instructions from kits, like the one he is following for the Rattlesnake, for some of his models, but adds his own refinements to the vessels to make

them more realistic. On his finely detailed vessels, he may add to fo'c'sles by building bunks, adding a stove or painting items on the walls. He has some of the minute items, such as a steering stick or throttle, supplied from a modeling company.

For the newer vessels, he will use company blueprints and scale them to the size he is planning to build. The wood Anderson uses for hulls is sugar pine. He also uses a lot of basswood to finish his vessels. He can complete a vessel in approximately eight weeks, depending on the size and detail of the ship.

Algonac Patrolman Tim Kelley said Anderson and his models are well known across the Lakes. "Many members, including me, would love to own one of Helge's ships," Kelley stated. "We are amazed at how detailed he makes them. You feel you can get right aboard and start sailing them."

Anderson retired from active sailing in January 1989. His career also included stints as a commercial fisherman and salt-water mariner, but he always preferred sailing on Lakers.



The life of the same Great Lakes Towing tugboat Louisiana is shown as it now appears as a diesel-powered vessel (left) and as it looked when it first sailed on the Lakes when it was steam-driven.



The man-of-war Rattlesnake is under construction in Helge Anderson's "shipyard," a garage converted into a workshop.

Help Locate This Missing Child

The National Center for Missing and Exploited Children is seeking the help of Seafarers in locating young Lailaa Ahmed Aboseid.

The child was abducted by her non-custodial father, Ahmed Mohammed Aboseid, April 12, 1990, when she was three years old. A warrant has been issued for the man's arrest.

Lailaa Aboseid, who lives in Tempe, Ariz., was 3 feet tall, had brown eyes and brown hair and weighed 40 pounds at the time of her disappearance. Anyone with information about the child should contact the National Center for

Missing and Exploited Children at (800) 843-5678 or the Tempe Police Department Missing Persons Unit at (602) 350-8306.



Lailaa Ahmed Aboseid