

# SEAFARERS LOG

Volume 53, Number 7

July 1991

## FOREIGN UNIONS FIGHT FLAGGING OUT SCHEME

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**In Which They Served...**

Seafarers who manned merchant ships in the Persian Gulf operation draw applause as they march in Washington, D.C.'s National Victory Parade. Page 5.

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## President's Report

### The Jones Act

Nothing ever changes. From the moment the Jones Act went into effect as part of the Merchant Marine Act of 1920, enemies of the American merchant marine have sought to wipe out or weaken this nation's cabotage laws. These fights continue up until this very moment.

The runaway-flag operator from the U.S. and his international counterpart, which constitute a well organized and highly financed force, are constantly sniping at the Jones Act, which provides for waterborne transportation in the coastwise, inter-coastal and non-contiguous trades to be conducted on ships built in the United States and manned by American citizens. Recently there has been evidence the runaway operator and international shipping interests are not going to be shy about their attempts to annihilate America's domestic shipping industry. In fact, if recent attacks on the Jones Act in the press indicate which way the wind is blowing, it appears we can expect several full frontal assaults on American cabotage laws.



Michael Sacco

Consequently, we have to maintain our vigilance because this law is the backbone of American shipping, preventing the wholesale invasion of our domestic trades by foreign-owned vessels crewed by foreign workers.

Those of us who make up the American maritime industry never can relax. A single lax moment on our part means an opportunity for those forces we struggle against which would destroy not only a U.S.-flag shipping capability but also the jobs in which we seamen make our living.

In light of evidence of growing international clamor against the Jones Act, all of the seamen's movement have to coalesce, in full force and effect, exercising our individual and collective strength. We certainly don't propose to allow our enemies an opportunity to win by picking us apart, or having our position weakened by isolation.

Among the indications of increasing assaults on American cabotage laws are articles appearing on the pages of an international shipping magazine and the British publication, the Economist. After labeling the Jones Act as an "ineffective and expensive" bit of protectionism, the Economist (March 23, 1991 edition) threw out the notion that "aircraft, rather than ships, are often more crucial for today's armed forces." The massive sealift necessary to supply the multi-national coalition of forces in the recent Persian Gulf engagement seems to have escaped the Economist's attention.

#### Runaway Owners Look to Trade Pact Talks

Trade Winds International Shipping Gazette (June 7, 1991 edition) suggests that no American "legislator or administration has anything political to gain from a crusade against the Act." The publication proposes, "Therefore, pressure to remove it must come from outside, and there are some golden opportunities ahead." The article, which is entitled "Abolish the Jones Act," looks to the upcoming talks for a North American Free Trade Agreement and the General Agreement on Tariffs and Trade negotiations as a big chance to torpedo American cabotage laws.

Flag-of-convenience ships currently sail the high seas unencumbered by tax laws or rigorous safety and inspection rules and manned by workers from impoverished nations willing to accept just a few bucks for pay. These same runaway shipowners—both American and those of other traditional maritime nations—are panting over the possibility of getting into the Jones Act trade. The International Ship Registry Review (Vol. 4, No. 5; May 1991), a newsletter catering to the flag-of-convenience operator, advises its constituency that the U.S./Mexico trade talks could be a bonanza for foreign interests desiring to get into the domestic marine transit trade.

The publication notes, "One consequence of the trade pact could well be the opening up of U.S. cabotage trade to foreign flag vessels bare-boated into Mexico."

The SIU and the American maritime industry have been successful up to now in keeping shipping out of the trade pact negotiations in which our government is participating. The U.S. government has been interested in putting waterborne transit on the trade talk agenda so it can swap the various programs aimed at maintaining a U.S.-flag shipping capability in return for something it wants in behalf of other industries.

If it were not for our efforts and the rest of the industry supporting our views, maybe the Jones Act would have been dealt a very severe blow already. So we know what we have to do. We must stay alert and keep on working and make certain we never drop our guard.

## Anti-Scab Bill Vote Nears

The House of Representatives is expected to debate and vote on legislation to outlaw the use of so-called permanent replacement workers—known as "scabs"—to trade unionists—when the elected officials return to Washington following the July 4th recess.

The SIU is working with the AFL-CIO, the national federation of trade unionists, to urge members of Congress to support the Workplace Fairness Bill protecting the jobs of workers who have exercised their legal right to strike.

Already 210 members of the House have signed their names as cosponsors of the legislation, known as H.R. 5 and introduced by Congressman William Clay (D-Mo.). That figure represents almost half the membership of the House of Representatives.

In the Senate, which is expected to take up the bill—S. 55—in the fall, 31 legislators are cosponsoring the bill introduced by Howard Metzenbaum (D-Ohio).

Following a communication from SIU President Michael Sacco urging Seafarers and their families to contact their congressional representatives and senators to ask for support for the bills, thousands of postcards and letters have been sent by SIU members. Additional postcards asking the legislators to support the bills are available in SIU halls for members to fill out and send.

The bills, which would make it illegal for an employer to replace a worker who had been on strike with an individual who had been a scab during the beef, have met with vigorous opposition from certain sectors of the business community.

H.R. 5 already has cleared three House committees on its way to this month's deliberation by the members. The Senate version was marked up by the Labor and Human Resources Committee last month, the first of several committees that will consider the legislation.

## 'Buy, Ship American' Provision Linked to House Cash Aid Bill

The House of Representatives has passed a foreign aid bill with an amendment requiring those nations that receive cash from the U.S. government to spend half of the funds on American goods and transport them on U.S.-flag ships.

The Senate already is considering its own foreign aid bill in addition to one being forwarded by the House. The Senate Foreign Relations Committee has approved an amendment setting the amount of cash aid—actual dollars sent to a nation—to be spent on U.S. goods and transportation at 30 percent.

As the House was considering the foreign aid package last month, a debate erupted on the floor when Representative Doug Bereuter (R-Neb.) tried to kill the amendment offered by Representative Robert Torricelli (D-N.J.) to force those nations receiving cash aid to spend 50 percent of it on U.S. goods and services.

The debate turned into a fight over the use of U.S.-flag shipping. Numerous House members from both political parties rallied to the

defense of the U.S. merchant marine to help defeat Bereuter's attack 175 to 246.

Torricelli noted, "A great nation cannot be without maritime power, and a great nation cannot continue to be blind to the fact that it cannot provide cash around the world without at least asking that half of it be spent in the United States."

Speaking out in favor of a so-called buy American/ship American provision were Representatives Les AuCoin (D-Ore.), Helen Bentley (R-Md.), Eliot L. Engel (D-N.Y.), Tom Lantos (D-Calif.), Norman F. Lent (R-N.Y.), Ronald K. Machtley (R-R.I.), Nancy Pelosi (D-Calif.), Larry Smith (D-Fla.) and Gerald B. Solomon (R-N.Y.).

Should the Senate pass a foreign aid bill, a conference committee will resolve differences between that and the House version and submit the compromise legislation to both chambers of Congress for approval. The package would then be sent to the president for his signature or rejection.

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# Flagging Out Runs Into Trouble

## MarAd Official Tips Mitt, Suggests Second Registry

## Seamen's Unions Fighting Back

In a complete reversal of the traditional American shipping advocacy role of the Maritime Administration, the agency's chief suggested to Congress consideration of a second registry for the United States.

The bizarre proposal touched off vigorous questioning by House Merchant Marine Subcommittee Chairman Walter Jones (D-N.C.) and ranking Republican Helen Bentley (R-Md.) who challenged the Maritime Administrator to state precisely what he meant.

Under the panel members' strong questioning as to the precise plans for manning second registry vessels, Captain Warren Leback glossed over the details, claiming lack of knowledge in this area. Additionally, although he was fully versed in the tax benefits accruing to the shipowner under the Norwegian second registry scheme, he indicated sketchy knowledge of the manning aspect.

The crewing practices of second registries generally give the shipowner an opportunity to hire crewmembers from anywhere in the world.

Norway's second registry claims the master of any of its ships has to be Norwegian. However, it is widely known in shipping circles that exemptions to this minimal crewing level are granted liberally and most NIS vessels sail without a single Norwegian crewmember.

In his prepared testimony submitted to the House panel, which was considering the matter of operating differential subsidies for U.S.-flag liner companies, the administrator painted a dismal picture

of circumstances concerning the future of the American merchant marine, and he called for a debate on what should be done.

Once again his testimony showed that the executive branch of government is not going to take any role in promoting the American merchant marine.

Second registries are devices which allow ship owners to dress up their vessels with the symbolic flag of a traditional maritime power—such as Norway, Denmark or Germany. Meanwhile, the registry offers all the so-called benefits of a runaway operation—tax evasion schemes, the ability to man ships with third-world crews and less stringent safety and inspection procedures.



Zim America's radio officer (center) leads the Israeli Sea Officers picket line in a 48-hour strike. She is flanked by George "Scotty" Ulrich (left), day business agent for ILWU Local 13 and SIU Patrolman George J. Tricker.

The tendency on the part of traditional maritime powers to resort to flagging out—whether under a runaway scheme or a second registry charade—has begun to stir vigorous protest from affected foreign union seamen.

Seafarers in Spain and Israel recently rolled up their sleeves and began a counter-attack to kill any effort in those countries to abandon the national fleets and took steps to ensure that their members retain their jobs.

As the LOG went to press, the Israeli Sea Officers Union (ISOU) announced that high-ranking officials of Zim Israel Navigation Company, the sole enterprise to make up Israel's merchant marine, were ready to meet at the negotiation table to address the issue of Israeli-owned vessels operating under flags-of-convenience.

The agreement for talks came on the heels of a series of 48-hour demonstrative strikes launched by ISOU members against Zim vessels docked in the Israeli ports of Haifa, Ashdod and Eilat; Piraeus, Greece; Los Angeles and Port Elizabeth, N.J.

Just a few days prior to the ISOU's news of talks with Zim, Spanish seafarer unions announced a dramatic settlement of their dispute with the government of Spain which had indicated its intention to flag-out the public-financed fleet—a move that could affect the livelihoods of close to 5,000 mariners. As a result of the accord, the Spanish seamen ended a series of progressive strikes against the government's 10 shipping companies.

The government of Spain had announced its intention to abandon the national flag and look to runaway registry options. The Spanish

seafaring unions accused their government of concocting a plan which would not resolve the public fleet's problems and would instead make Spanish seamen foreigners on their own ships and ultimately force them out of work, filling their shipboard positions with third-world crewmembers.

In calling the strike, the Spanish seafarers—through the unions SLMM-CCOO and UGT-MM—noted the government and public shipping companies had developed a blueprint that had no other purpose than the "exploitation of the vessels with crews in conditions of modern slavery." The directive blasted the plan to abandon the Spanish flag as "the most shameful deed to take place in the entire history of the merchant marine" of Spain.

### Talks to Start

The Spanish seamen conducted 96-hour strikes against selective targets. The government and its shipping companies had agreed to talks before the Spanish unions had to implement more drastic and extended job actions.

The militant protest of the Spanish seafaring unions, which began June 12, resulted in an agreement with the government and the chief executive officers of each of the public shipping companies. The flag-out move was stopped dead in its tracks, and a committee was established to fully review the causes contributing to the operating deficits claimed by the companies.

*Continued on page 15*

### Jones, Bentley Challenge Leback on Second Registry

Maritime Administrator Leback's suggestion that a second registry be considered for American-flag shipping drew sharp questions from House merchant marine panel Chairman Walter Jones (D-N.C.) and Representative Helen Delich Bentley (R-Md.). Here is the exchange between Jones, Bentley and Leback as transcribed by the LOG.

**Jones:** Captain, you state that we should consider establishing a second registry which would allow for some foreign seamen to serve onboard these vessels. Is the administration considering making such a legislative proposal and, if so, when will a decision be made on this type of recommendation? Further, what national security concerns would the administration have concerning the establishment of a second registry?

**Leback:** The administration is not advocating a second registry at this point or in the near term or the future. We raise the question of the second registry because that is prevalent throughout the world at this time. It is being recognized as a subject for debate in this country. The major seafaring countries of the world—such as Norway, Sweden, Denmark, West Germany and the United Kingdom—have or are looking at second registries as compared to open registries. Second registries give those countries the ability to control their fleets using different manning skills, different tax levies, different operating criteria. The administration has no position on a second registry. It has merely stated that it should be an issue to be looked at.

**Bentley:** But Captain Leback, I am curious as to what is a second registry? Does this mean that the U.S. flag will be on the American ships under second registry? Or is it the Pan-Hon-Lib combination or what? And what kind of seamen are we going to have on there?

**Leback:** As I stated earlier, Mrs. Bentley, this is a trend in the world.

**Bentley:** I know, but what...

**Leback:** We have no position as to what it would be under U.S. laws, a second registry.

**Bentley:** Well, what does second registry mean in Norway, Denmark, these places you have described?

**Leback:** Okay. In Norway, it is the NIS registry. The Norwegian International Ship Registry provides for the Norwegian flag to be on the stern of the vessel, certain manning requirements and, very importantly, tax benefits that they do not accrue under the regular Norwegian registry. I think somewhere last year there was a very pressing question in Norway with the Norwegian government over the tax situation. Since last year the tax benefits that were accrued to Norwegian owners under their NIS registry or their international registry amounted to over 800 million dollars U.S., which, translated into equity provides for the replacement of well over 100 vessels or 120 vessels under the Norwegian flag. It is an issue that will be talked about, but the Administration has no position, no idea. It is there to say what is it and how is it working.

**Bentley:** Well, Norwegian ships, are they all Norwegian crewmembers?

**Leback:** No they are not.

**Bentley:** What are they?

**Leback:** I don't know. I would assume they are recognized, certified mariners from throughout the world. Normally, they would have a given number of Norwegian citizens. That number I have not looked at. It needs to be developed. It needs to be looked at.



# Hundreds of Seafarers, Retirees Review Benefits

Members, pensioners and their families travelled to the union halls in New York, St. Louis and Norfolk, Va. last month to ask questions and learn the latest information concerning the various SIU benefits programs including medical, pension and vacation.

One pensioner making time to attend a meeting was **Marion Parker** and his wife, Dorothy, of Williamsburg, Va. The couple drove one hour to the Seafarers benefits conference in Norfolk seeking an answer to a particular problem they were having with his Medicare claim.

Brother Parker had been hospitalized, but Medicare disqualified the claim because the new representatives for the federal insurance program in Virginia were confused about how to handle a claim involving a Seafarer.

*See page 15 for more photos and dates of upcoming conferences.*

Mrs. Parker, who had worked with employee insurance claims for the city of Williamsburg before she retired, asked for help from Seafarers Welfare Plan Administrator Nick Marrone, the plan's Education Director Leo Bonser and Port Agent Mike Paladino. Before the conference was over, the trio had resolved the problem with the local Medicare office, and the hospital was assured its payment would be coming soon.

Speaking of the benefits conferences, "I thought it was a good idea to do this," Mrs. Parker told a reporter for the Seafarers LOG. "It lets people find out what is going on."

Pensioner **Alfredo Rios**, his wife, Rebecca, and daughter, Raquel, attended the conference in New York to report about the excellent care Brother Rios received at Methodist Hospital when he received a pacemaker.

"The staff worked hard to make sure my family was comfortable and understood what was happening," Rios said.

Representatives from Methodist Hospital were on hand at the New York gathering to answer questions from the members and their families as well as provide medical screenings. Methodist recently was named the preferred provider organization to supply physicals and other medical needs for the members and their families



Members, pensioners and their families fill the New York hall for the port's benefits conference to learn more about the various programs available to them.

in the New York area.

In St. Louis, the inland members, retirees and families attending proved they had the same questions and concerns as the primarily deep sea members who have attended the other conferences.

At all ports, those attending asked about the medical, death and sickness and accident benefits, the several pension plans, coverage for

family members and the process for vacation pay. Houston and Mobile, Ala. are the other SIU ports to have held benefits conferences.

Seafarers, pensioners and their families interested in attending a future conference should consult the schedule of meetings on page 15 and contact their union halls to confirm attendance. Each hall can provide the interested party with a time for each workshop session.



Seafarers Welfare Plan Administrator Nick Marrone (far right) reviews a benefits conference packet with (from left) Chief Steward Floyd Payton, Norfolk (Va.) Port Agent Mike Paladino and AB Tony Dundee.



Seafarers Welfare Plan Administrator Nick Marrone (left) and Plan Education Director Leo Bonser address a packed house in the New York union hall.



Informing the families of SIU members about the various plans is an important part of the conferences as Sandra Delmonte (right) discovers. While her husband, Douglas, is sailing aboard the USNS Kane, she came with her sons, Anthony and Erin (who is being held by his grandmother).



Retired Steward George Gibbons hits the deck to ask a question during the New York meeting.



Rose Danmeyer, wife of pensioner Clifford Danmeyer, gets her pressure checked by Irene Reyes.



Collecting information about the various SIU benefits programs are (from left) AB Chris Psanis, black-gang member John Carmello and AB Joe Chiamonte.



Pensioner Francisco Pineiro, a 40-year engine department veteran, brought his daughter, Margarite Rivera, to the New York meeting.



Tom Keagney, of the Sea-Land shoregang, asks a question about the pension plan.



## Spirits High as Seafarers March in Victory Parade

"Fantastic!" was the description provided by Chief Steward **John Venables**, one of the 65 SIU members representing all Seafarers who participated in the Persian Gulf sealift operation in a march down the streets of Washington, D.C. and past President George Bush in the National Victory Celebration Parade to honor Operation Desert Shield/Desert Storm veterans.

The Seafarers, joined by members from the SIUNA-affiliated Sailors' Union of the Pacific and the Marine Firemen, Oilers, Watertenders and Wipers Association, were part of a contingent of civilian mariners representing all segments of shipboard personnel marching in the June 8 parade behind the banner of "America's Merchant Marine." The military invited civilian mariners to participate because of the major role they played in getting materiel to the troops, marking the first time they were invited to march in a parade.

"It was an emotional high," Venables told a reporter for the Seafarers LOG. "After a block or two into the march, it hit me what this was all about. I was impressed the merchant marine was included."

The parade viewers, estimated by the National Park Service to number 200,000, waved American flags and "Thank you!" signs to the thousands of troops marching in review. Unlike the military which remained in parade formation, the merchant mariners were able to interact with the crowd by waving, flashing thumbs up and "V" for victory signs and meeting with the audience.

"We were shaking hands and getting kisses," said the steward who sails from Piney Point. "Everyone was friendly. It was really gratifying."

Venables sailed aboard the *American Kestrel*, a LASH prepositioning vessel stationed in Diego Garcia during the war. "We were part of the first convoy to arrive in Saudi," he recalled. "It was very hot when we got there. We had to adjust the menus so the crew could retain water. We started making a lot of salads and soups."

Venables and approximately 30 other SIU members stayed in the nation's capital after the two-hour parade to attend a presidential pic-



Seafarers made up the largest contingent of civilian shipboard personnel in the parade honoring Persian Gulf War veterans.

nic for the participants and view a fireworks display.

"I felt like crying and I know some of the guys had tears in their eyes," recalled Chief Cook **Cheryl Neff**. "I didn't think it would be that warm a reception. It was one of the best days of my life."

Neff noted one of the event's biggest thrills was seeing the president and Mrs. Bush. Like several others who looked up at the presidential reviewing stand, Neff said she "spotted Barbara first. She waved back and gave a thumbs up sign. I never saw a president before."

The steward department member, who sails from the port of Philadelphia, shipped aboard the *Cape Catoche*, a Ready Reserve Force (RRF) vessel, during Desert Shield. "This made it worthwhile," she added.

**John Quinter**, a pumpman from the port of Seattle, received a hug and a kiss from a woman in the crowd, then watched a retiree get a flower from a child.

"I didn't expect anything like

this," he said. "I'd do it again in a minute."

Quinter, who served aboard the tanker *Courier* in the Persian Gulf theater, said he "gave the president a 'V' sign" when he spotted the chief executive.

Cook/Baker **Ida Frizelle** said her feet hurt when she completed the 2.7-mile route, "But I wanted to do it again."

She reported she was happy to be a part of the parade, but sad others did not get to experience it. One of the "others" to whom she referred is her husband **Edward Frizelle**, an SIU hawsepiper serving as third mate aboard the USNS *Indomitable*.

**Ida Frizelle**, who ships from the port of Honolulu, sailed aboard the *Sgt. William Button*, a prepositioning vessel, early in the conflict, then shipped out again aboard the RRF ship *Cape Nome*.

Other SIU members to march in the nationally televised parade were **Zein Achmad**, **Lucretia Anderson**, **Thomas Barry**, **James Beatty**, **George Bronson**,

**Fiorendo Bucella**, **Sergio Castellanos**, **Paul Castillo** and **Kathy Chester**. Also marching were **Nathan Collins**, **Benjamin Conway**, **John Cronan**, **George Darley**, **Herbert Davis**, **Christopher Derra**, **Ekow Doffoh**, **Curtis Dunlap**, **Richard E. Emmanuel** and **Daniel Ficca**.

Participating were **Fred Freeman**, **Mark Freeman**, **Lonnie Gamble**, **John Giles**, **Jeff Gilles**, **Charles Hampton**, **Alvin Johnson**, **Ivonne Gonzales**, **Russ Levin** and **Hugh Manley**.

Other marchers were **Michael McCarthy**, **Arthur Medeiros**, **George Montgomery**, **Robert Miller**, **Edd Morris**, **Joseph Negrón**, **San Negrón**, **Alvin Robinson Jr.**, **Lorin Rodrigues**, **Herbert Rodriguez**, **J.P. Rouyea**, **Michael Stearman**, **Marvin St. George**, **Ken Stratton**, **Sean Sullivan**, **Eric Sutton**, **Kathleen Sutton**, **John Thomas**, **Darrell Touchstone** and **John Tucker**.

Rounding out the SIU contingent were **Aaron Wells**, **Michael Wells**, **Michael Whytock**, **Paul Wright** and **Gerald "Tony" Yore**.

Besides the merchant mariners, units representing the Army, Navy, Marines, Air Force and Coast Guard marched in the parade. They were joined by some of the equipment used during the fighting which was carried to the front by U.S.-flag vessels—equipment like a Patriot missile system, "humvee" jeep-type vehicles, M1A1 tanks and armored personnel carriers.

More than 80 aircraft, including Stealth bombers and fighters, flew over the parade which was headed by General **Norman Schwarzkopf**, commander of all allied forces during the war.



Chief Cook Cheryl Neff (front left) and Pumpman John Quinter (front right) try to align their rows of Seafarers who were to march in the Washington, D.C. military parade.



Seafarers join with representatives of other maritime unions in acknowledging the cheers of the crowd during the National Victory Celebration Parade in Washington.



At Piney Point, preparations are made for the SIU's participation in the Persian Gulf victory parade held last month in the nation's capital.



White-capped SIU members marching in the parade pass through the check point for all participants in the event.



# Coast Guard Proposes Seamen Pay Fee for Z-Cards

The U.S. Coast Guard has announced its plans to charge merchant mariners for their documents, also known as Z-cards, and licenses.

The agency recently published its announcement in the Federal Register. Any comments concerning the change in Coast Guard policy are due by August 5.

The fees will not go into effect until the public has an opportunity to comment on the Coast Guard plan. The agency can revise its proposals after considering the information provided by interested parties before finalizing the rule. As the LOG went to press, the SIU was formulating a response to the Coast Guard proposal for submission before the August 5 deadline.

The Coast Guard's announcement comes on the heels of the agency's decision to have all merchant mariners renew their licenses and documents every five years.

The Coast Guard divided the procedure for obtaining documents and licenses into three separate fee categories: evaluation, examination and issuance. Each fee will have to be paid prior to

Category	Evaluation fee <sup>1</sup>	Examination fee	Issuance fee	Total <sup>2</sup>
License				
Upper Level	\$70 (\$17)	<sup>3</sup> \$225	\$35	\$330 (\$347)
Lower Level	65 (17)	<sup>3</sup> 80	35	180 (197)
Radio Officer	45 (17)	—	35	80 (97)
Renewals or Endorsements	45	55	<sup>4</sup> 35	135
Certificate of Registry				
Chief Purser, Purser, and Senior Assistant Purser	45 (17)	—	35	80 (97)
Junior Assistant Purser, Medical Doctor, and Professional Nurse	— (17)	—	35	35 (52)
Merchant Mariner Document (MMD)				
MMD Endorsed with Qualified Rating	60 (17)	40	35	135 (152)
MMD without Qualified Rating	— (17)	—	35	35 (52)
Other Fees				
Duplicate or Replacement of License, Certificate of Registry, or MMD <sup>5</sup>	—	—	35	35

<sup>1</sup> An additional \$17 charge for an FBI criminal record check would be added to the evaluation fee if the application is for an original license, original certificate of registry, or original merchant mariner document.

<sup>2</sup> Maximum totals—without and with an FBI criminal record check.

<sup>3</sup> For limited examinations administered for certain licenses, the proposed examination fee is \$55.

<sup>4</sup> The fee also applies to issuance of a renewal with a continuity endorsement issued under § 10.209(g).

<sup>5</sup> There is presently a \$10 fee in 33 CFR subpart 1.25 for a duplicate continuous discharge book or copies of certificates of discharge. The Coast Guard proposes to move this fee from 33 CFR subpart 1.25 to a section in 46 CFR part 12.

Source: Federal Register, June 20, 1991.

receiving the agency's service. This means an examination fee would be paid each time an applicant takes a test, whether or not the mariner successfully completes it.

The proposed fee for the issuance of a merchant mariner's document without a qualified rating would be \$35. A document with a qualified rating would include the \$35 issuance fee, a \$60 evaluation fee and a \$40 examination fee for

a total cost of \$135.

Presently there is no charge for any merchant mariner's document. However, the Coast Guard does impose a \$10 fee to replace a lost document. Other categories and fees are listed within the chart on this page.

The Coast Guard announced the fees are based on the cost to the agency of providing the service. The Department of Transportation

agency announced the fee program as a way to meet its financial requirements under the 1990 federal budget act. That bill specified that any increases in a U.S. government agency's budget must be offset with an equal increase in funds. The Department of Transportation plans to use the Coast Guard documenting and licensing fees as a way to increase its revenues.



## Hawaiian Upgraders Visit Representatives

SIU members who sail from the port of Honolulu recently met with Hawaii's two senators and one of the state's congressmen in the nation's capital to discuss bills affecting the U.S.-flag merchant marine. Chief Cook upgrader Jioia de Leon places an SIU pin on Senator Daniel Akaka's lapel. Senator Daniel Inouye shows the Lundeberg School students some of the native Hawaiian artifacts in his office. Congressman Neil Abercrombie poses with QMEDs Daniel Fowers and Paul Barbadillo; Cook and Bakers Lorrin Rodrigues, Dwight Maeda, Patricia Piccione, Piana Motusanga, Karen Fensel and Vince Grande; and Chief Cooks Edward Aperto, Arthur Medeiros, Ida Frizelle and de Leon.

## Maritime Briefs

### Crews Begin to Clear Base, Docks At Subic Bay after Volcano Erupts

Recovery operations are under way at the Subic Bay Naval Base in the Philippines following the eruption of Mount Pinatubo, about 18 miles to the northeast, last month. Power has been restored to the base and fresh water again is available, according to a spokesperson with the Military Sealift Command Pacific Fleet (MSCPAC). SIU Government Services Division crewmembers assisted in the evacuation of American citizens from the area. The USNS Spica carried 500 civilians during one voyage. MSCPAC vessels have been detoured to the port of Cebu, about 400 southeast of Subic Bay. Crewmembers discovered water only turned the volcano's debris into a concrete-like substance when they tried to wash off vessels tied at the port, so they are using shovels to clean buildings and unclog drains from the sand, lava and ash spewed across the base by the volcano. Subic Bay is the largest U.S. Navy supply depot and ship repair yard overseas.



### Archives Seeking Stories and Artifacts From World War II Merchant Mariners

The National Archives is gathering information, stories and other artifacts for a year-long exhibit on the U.S. merchant marine in World War II. The exhibit, which is scheduled to open December 7, will concentrate on the ports of Philadelphia, Baltimore and Norfolk, Va. The archives is seeking photographs, film footage, logbooks and oral or video remembrances by World War II era seafarers. For more information, contact Christine Henderson, National Archives Mid-Atlantic Region, Room 1500, William Penn Post Office Annex, Ninth and Market Street, Philadelphia, PA 19107 or call (215)597-3000.



### ITF Rallies Behind New Zealand Seafarers

Fifty-one unions representing seamen and longshoremen in 36 nations throughout the free world meeting last month in London pledged their cooperation to New Zealand's seafarers who are in the fight of their lives. The International Transport Workers Federation which brings together unions representing employees in all modes of transportation, including the SIU, called on all of its affiliates to "take all steps possible, including industrial action" to demonstrate support for their brother and sister seafarers in New Zealand. The government of that country has proposed drastic measures under the guise of reforming the economy which would render null and void existing bargaining agreements between maritime unions and management and wipe out existing cabotage rules governing waterborne trade between Australia and New Zealand as well as domestic shipping routes.



## Sea-Land Hawaii Rescues Three Downed Fliers



SIU crewmembers ready one of the Sea-Land Hawaii's lifeboats to pick up the three downed seaplane survivors.

SIU members sailing onboard the Sea-Land Hawaii helped save the lives of three Californians whose seaplane ditched June 18 more than 500 miles northeast of Hilo, Hawaii. Bosun Carrol Heick, ABs Henry Scott and Harvey Smith and black-gang members Rodney Pontiflet and Steve

Rollins manned the lifeboat which rescued the three downed fliers.

Don Hauslik, 56, Nol Pederson, 44, and Eva Akata, 26, all of California, spent more than 20 hours in the water before being spotted by the crew of a Coast Guard C-130 search plane. The Coast Guard alerted the Sea-Land Hawaii,

which also was looking for the two men and one woman, and the rescue was completed within an hour.

The Sea-Land Hawaii transported the Californians to the big island of Hawaii, and from there they went for observation to The Queen's Medical Center. Akata was released that same day, while Pederson and Hauslik were admitted in guarded and fair condition, respectively. Both were released shortly thereafter.

Coast Guard spokesman Neil Anderson commended the Sea-Land Hawaii's performance. "From our experiences, they always do an excellent job," he said. "They're always cooperative and we never have any problems."

The ordeal began when Hauslik, Pederson and Akata took off from Santa Barbara, Calif. en route to Maui. The twin-engine seaplane eventually lost oil pressure in its right engine, leaving the aircraft at half-power. "It was just too heavy to fly on one motor," Hauslik told the Honolulu Advertiser. "We were at 7,000 feet and couldn't maintain any altitude, so we had to ditch" around 4 p.m. June 18.

The plane impacted at 90 mph, a feeling Hauslik likened to hitting a concrete wall. It sank quickly,

while the trio donned bright yellow life vests, tied themselves together and began what turned out to be a 20-hour wait.

The downed fliers had reason for hope as they sent a distress signal before ditching. Hauslik said he and his companions could see search planes throughout the night.

### Lookouts Doubled

Roughly nine hours after the distress signal went out, the Sea-Land Hawaii, originally headed for Honolulu, joined two search planes in the vicinity of the crash-landing. The Sea-Land Hawaii's 26-man crew "lined the rails and doubled the lookouts," Captain Stanley Malewski told the paper.

At one point, the ship came within a mile of the trio, but no one spotted them in the dark ocean's 8-foot swells. The C-130 eventually sighted them at 11:41 a.m. on June 19, however, and the Sea-Land Hawaii (then 25 miles away) completed the rescue within the hour.

Chief Mate Kent Flick, who commanded the lifeboat, praised the seamanship and professional performances of Scott, Smith, Pontiflet, Heick and Rollins, as well as the rest of the SIU crew.

## SS President Johnson and Crew Survive Sudden Cyclone

The Seafarers-crewed freighter President Johnson miraculously survived being hit by a cyclone April 6 in Kaohsiung, Taiwan.

Only one crewmember, Chief Electrician Dale Cunningham, was injured during the violent storm. Cunningham suffered only bruises, despite being caught in winds which exceeded 90 knots.

The American President Lines vessel, however, sustained severe damage but has already been repaired and is back in service.

"As big as that ship is, [the storm] just did a job on us," Chief Cook Donald Garrison recently told a reporter from the Seafarers LOG. "It was like a little toy in that wind."

### Eyewitness Account

Garrison, who joined the Marine Cooks and Stewards in 1967 before its merger with the SIU AGLIWD, said the cyclone hit completely without warning. "All of a sudden it just started," he recalled. "I saw the containers being ripped open and cargo flying everywhere, and then the visibility got so bad we couldn't see anything. That ship was bouncing like a basketball."

"I just stood by with a life jacket and a survival suit. If I had been on deck, I would have been in big trouble. . . . It had to be a miracle" no one was seriously injured.

Despite the storm, the President Johnson now "looks really good," steward department member Christopher Hopkins said. Hop-

kins signed on the Johnson June 1. He said crewmembers had already put the incident behind them.

"Nobody really talked about it," said Hopkins, who joined the union in 1976. "They just wanted to get their work done, get on with the routines."

"As far as the ship, I saw no noticeable damage."

### Ship at Anchorage

The frightening episode began at approximately 1:30 p.m. with the President Johnson anchored in Kaohsiung. Heavy rains and winds of up to 40 knots came with passage of a local storm front, not unusual at that time of year.

But a few minutes later, things turned dramatically worse. The wind whipped at 80-90 knots, visibility was reduced to zero and the ship listed over 10 degrees. Atmospheric pressure dropped 40 millibars in less than five minutes. The ship's anemometer was destroyed when the wind reached 90 knots.

Crewmembers described the sound as like that of a passing freight train. One man thought the President Johnson had collided with another ship and was scraping down its side.

In fact, the President Johnson dragged anchor for about a half-mile, and half astern was rung up on the engines to prevent a collision with a loaded tanker also at anchor.

Bob Austin II, master of the vessel, noted the ship's windows and bulkheads bowed in and out and water squirted horizontally

through door seals.

During the cyclone's peak, three containers were ripped out of their lashings. One container was lifted about 50 feet—it struck the range light mast, causing major damage; then on its way down it hit and destroyed the starboard lifeboat.

Metal fragments struck the Marisat antenna and put a one-foot hole in the dome. The ship's main antenna was shorn at the base and landed on the sundeck. Catwalks between the hatches were ripped out.

### Lasts for Five Minutes

The President Johnson was in the windstorm for roughly five minutes, although it seemed more like five hours to electrician Cunningham. According to a report from Austin, Cunningham was adding water to the batteries in the D.G. set when the cyclone hit. The drop in atmospheric pressure caused pneumatic controls on the D.G.'s CO<sub>2</sub> system to release, flooding the container with CO<sub>2</sub> while Cunningham was inside.

Cunningham got out of the container by feeling his way. Seeking shelter on the main deck, he was lifted and hurled by the wind before grabbing a ventilator. He shielded himself from the wind; when it subsided, Cunningham crawled to the main deck door and was hauled inside by two ABs.

Incredibly, Cunningham suffered only bruises.

In a letter to the crew, Austin said, "Our stewards stood by until

the ship was safely moored, to serve meals.

"Gentlemen, you performed exemplary and I cannot praise you enough for your professionalism."

No other vessels in the anchorage encountered the cyclone or sustained damage. However, four fishing vessels were reported capsized or sunk.

Also serving aboard the President Johnson during the surprise cyclone were galley gang members: William Burdette, Dartagnan McGlothen, John Bennett, Harold Younce Jr. and Thomas Markham.



Some of the containers aboard the President Johnson were torn from their lashings following a freak cyclone.

Bosun Rick Johnson/Sailors' Union of the Pacific



## Seafarers Score High in Sea-Land Culinary Seminar

Not everyone can maintain an "A" average at a school like Cornell University.

But a dozen men and women representing the SIU did just that during a one-week intensive seminar sponsored by Sea-Land and conducted at Cornell last May. Lundeberg School Culinary Director Don Nolan reported that the class average test score for the union's students was 95 percent.

With participants spending as many as 14 hours per day working

and studying on the campus in Ithaca, N.Y., many subjects were covered. Professor Mary Tabacchi, Cornell's leading food chemist, launched the week by discussing food's various components and the effects those elements have on the body. Students learned about new food technologies such as hydroponics and aquaculture (sciences of growing food in water instead of in soil).

Another professor taught a five-day sanitation course formulated by the National Restaurant Association's Educational Foundation, while other sessions were devoted to various cooking techniques with state-of-the-art equipment. Numerous lab sessions also were conducted.

"The sanitation course was excellent," said Nolan, who has worked at the Lundeberg School for 20 years. "It was very in-depth."

"We also covered nutrition, purchasing and receiving, food chemistry... Personally, I got a lot out of the purchasing and receiving techniques. There are tricks these vendors can use against us."

While parts of the seminar were complex, covering subjects such as microbiology, others were comparatively simple. "We worked on taking food and preparing it many different ways instead of doing the same thing over and over," Nolan said.

Participants spent time in various food lab sessions preparing

meals and testing a wide range of equipment. Among the items they prepared were chicken fajitas, Mexican tortilla soup and smoked seafood with greens and tarragon sauce.

In one session, a senior food and beverage lecturer covered cultural and international cuisine as applied to cafeteria-style service. Once again the seminar participants went to work preparing various exotic dishes. The purpose of this exercise was to show stewards they can be creative with menu planning at sea.

The five-day program "was worthwhile for a lot of different reasons," said Delinda Clarke a Lundeberg School instructor participating in the course. "The teachers imparted a lot of knowledge in a short amount of time. For instance, the sanitation course alone usually takes nine weeks, so there's no way it could have been done (at the seminar) if everyone wasn't so into it."

"They really stressed nutrition... I've been able to bring back a lot of what we learned and pass it along."

The seminar was planned by Jim Mann, Sea-Land's fleet commissary manager and a 1977 graduate of the Lundeberg School. Mann also graduated from Cornell's School of Hotel Administration in 1983.

"The vessel crews are a vital part of the Sea-Land family," said

Mann. "Since they spend much of their lives at sea, it's critical that we provide them with a comfortable environment, from the food they eat to the beds they sleep in."

Besides Nolan, Clarke and Mann, the following Seafarers attended the seminar: Chief Stewards Eva Myers, Ekow Doffoh, Mike Thornton, Don GaNung and Patrick Olin; Sea-Land Port Stewards Ron Jones, Ed Martin and Jim Myers and Lundeberg School Instructor Ed White.



Ekow Doffoh and Don Nolan sample some of the prepared broccoli and carrots. Each plate of vegetables was cooked in a different way.



Don Nolan discusses with a Cornell University faculty member the different ways a roast can be prepared and served.



Seafarers (from left) Ed Martin, Don Nolan and Ekow Doffoh take a look at the state-of-the-art oven in the instructional galley at Cornell's School of Hotel Administration, which runs an internationally recognized program in the culinary field.



Piney Point Baking Instructor Delinda Clarke (left) prepares spanikopita (Greek spinach and feta cheese pie) while Mike Thornton, an SIU steward from the port of Jacksonville, prepares Szechuan oven hung duck.



Standing in front of Cornell's school of hotel administration following successful completion of the seminar are, from left, Piney Point Steward Instructor Ed White, Piney Point Baking Instructor Delinda Clarke, Lundeberg School Culinary Director Don Nolan and Chief Steward Patrick Olin (American Hawaii Cruises).



The class average test score was 95 percent. Included in that group of hard-studying participants who received certificates of completion are, from left, chief stewards Don GaNung, Mike Thornton, Eva Myers, Ekow Doffoh and Patrick Olin (American Hawaii Cruises).



## Philadelphia Health Unit Provides Quality Care for Seafarers

The Seafarers Welfare Plan has designated another noted medical facility as a preferred provider organization (PPO).

In March, the SIU contracted with the Healthmark Incorporated Clinic at Methodist Hospital in South Philadelphia, minutes from the Philadelphia union hall. Already, the clinic has provided quality health care for more than 300 Seafarers.

Regarded as Philadelphia's leading occupational medicine provider, Healthmark Incorporated is an affiliate of the Methodist Hospital Foundation. Philadelphia's Methodist Hospital soon will celebrate its centennial.

"Our doctors and nurses are experienced in preventive and emergency medicine," said Healthmark Clinic Charge Nurse Jo Ann



The Healthmark Clinic is located in Philadelphia's Methodist Hospital, minutes from the Philadelphia SIU hall.

(SWP) selected Healthmark after careful review of the various medical facilities in the Philadelphia area. The plan determined the Healthmark Clinic is able to provide all of the medical services required by Seafarers, such as fit-for-duty physicals, care for illness and treatment of injuries.

"We picked this clinic in the same manner" as other PPOs, said Deborah Kleinberg, an associate counsel for the plan. "We're looking for quality and ability to meet the special needs of our people." She said Seafarers have been pleased with the Healthmark Clinic's fine reputation and the qualifications of its staff.

This arrangement represents continued progress in preferred provider health care for Seafarers. Throughout the country, the welfare plan is contracting with a preferred provider in each of the cities where an SIU clinic has been located.

### Combats Spiraling Costs

The program was started to ensure that Seafarers and their families continue to obtain quality medical care and, at the same time, help the welfare plan combat perpetually rising health costs. A preferred provider clinic or hospital is simply a medical facility which agrees to provide services to Seafarers and their families for a negotiated reimbursement rate.

There are many advantages to using PPOs, including:

- Using a facility which is familiar with Seafarers and whose staff knows the unique needs of the membership and their families.
- Streamlined claims procedures for members and dependents using the facility.
- Use of these facilities allows the welfare plan to monitor claims and make sure the hospital is offering services efficiently and maintaining high standards of quality of care.
- When the hospital sees many Seafarers and their families using the facility, reasonable rates for services can be maintained. This al-

lows the welfare plan to use these savings to benefit members and their dependents.

### Offering Numerous Services

The Healthmark Clinic in Philadelphia is staffed by physicians and nurses who are experienced in occupational health, family practice and emergency medicine.

Among the services they provide are: job matched pre-employment physicals; physicals required for licensure; annual examinations; diagnostic studies, including X-rays, Magnetic Resonance Imaging and CT Scan; hearing tests; vision and glaucoma screenings; blood tests; drug screens; pulmonary function tests; cardiovascular studies, including stress testing and EKG; drug tests; motor coordination tests; and health risk assessment.

"Occupational medicine is not something that many people know a lot about," said Healthmark Clinic Medical Director Dr. Richard Donze.

Dr. Donze has worked at Methodist Hospital for eight years. He and others at the clinic expressed enthusiasm for working with Seafarers. "Quite frankly, I've found it interesting learning about the different things that attract [Seafarers] to that kind of life," Dr. Donze said. "They're courteous, hard-working people who have a certain yearning for adventure."

"I like to listen to their stories!" said Nurse Tomlinson. "We ask them to send postcards, and I'm going to start a bulletin board."



Charge Nurse Jo Ann Tomlinson enjoys interacting with Seafarers.

Tomlinson. "Because we're in the hospital, we have access to anything we might need, including the emergency room.

"We always put our patients first."

SIU members have responded positively to the clinic, which opened in 1983. "Everything went fine. The people treat you good, and I had no problems," said AB Joe Mieluchowski, recently treated there. "I haven't been to that many (medical facilities), but it's obvious there's no confusion here."

Bosun Kevin Merckx also was satisfied with his experience at Healthmark: "The people are friendly, and it's very clean."

### Meeting Seafarers' Needs

The Seafarers Welfare Plan



Dr. Richard Donze is the medical director at the Philadelphia clinic.

lows the welfare plan to use these savings to benefit members and their dependents.

- Preferred provider organization hospitals are among the biggest in their cities.

To date, the SIU has designated the following PPOs: Seattle—Virginia Mason Hospital; San Francisco—St. Mary's Hospital; Honolulu—Straub Hospital; New Orleans—Tulane University Hospital and Medical Center; New York—Methodist Hospital; Philadelphia—Methodist Hospital and Healthmark Incorporated Clinic; Baltimore—Johns Hopkins University Center for Occupational and Environmental Health and Francis Scott Key Hospital.

Announcements of additional



AB Joe Mieluchowski makes a fist (in photo above) as RN Suzanne Mead preps him for some blood tests. Below, Bosun Kevin Merckx gets his blood pressure checked.





# Inland Lakes' Carrier Is Busy on All Lakes



Oiler Glenn Barilik, a Lundeberg School graduate, checks the oil in one of the cement carrier's engines.

The J.A.W. Iglehart is getting ready for the busy summer season on the Great Lakes by being one of the first vessels out of safe harbor this spring.

The self-unloading cement carrier can be found on any of the five Great Lakes. Some of its regular ports include Duluth, Minn., Superior, Wis., Detroit and Alpena, Mich., Cleveland, Buffalo, N.Y. and Bath, Ontario, Canada.

Bosun Daniel Hull noted the SIU members aboard the Iglehart constitute an excellent crew. The Alpena resident said he has seen quite a few changes in his 35 years sailing with Inland Lakes Management on the Lakes. Those changes Hull included are the placement of computers aboard ships, conversion from steam to diesel engines and increasing ability of the ships to do more.

ABs Robert Twite and Jerold

Saxon pointed out the Iglehart can empty its nine cargo holds in 20 hours thanks to the conveyor belts running through the belly of the vessel. "Usually we carry three or four types of cement per load," Saxon told a reporter for the Seafarers LOG as he was monitoring one of the two off-loading belts. "Our job is to make sure two types don't mix."

Oiler Glenn Barilik does not regret the day he decided to become a merchant mariner. "I was working in a shop—non-union—and getting behind on my bills," the 23-year-old said. "I asked some sailors about their jobs and they told me to go to Piney Point."

After Barilik graduated from the Lundeberg School in November 1989, he sailed deep sea. The black-gang member returned to his native Lakes region to be closer to home. This way "my [two] kids remember who I am," he added.



Deckhand Dave Gapske surveys the height of the J.A.W. Iglehart while painting its hull.



Deckhand Lee Howard applies a fresh coat of paint to the hull of the Iglehart shortly after fitout.



AB Watchman Robert Twite waits for the signal to open a cargo hold for unloading.



Keeping his eyes on the control board is Assistant Conveyorman Ron Cummings.



AB Watchman Jerold Saxon repeats instructions he has received to monitor the unloading of a hold.



Porter Ahmed Kaid brings bread to the Iglehart's mess room.



Porter Mohammed El-Janny takes pride in the J.A.W. Iglehart's spotless galley. Keeping the working space clean is just one of his duties.



Bosun Daniel Hull (left) releases the latch on the crane used to move an oil barrel on the deck of the Iglehart. Wiper Robert Zielaskowski is ready to secure the barrel.



Second Cook Robert Bertrand takes chocolate cake to hungry crewmembers aboard the Iglehart.



## DeLeon Has Successful Concert Debut at Lundeborg School

After a nervous start, SIU upgrader **Jioia de Leon** got an enjoyable taste of show business during the monthly visitors day at the Seafarers Harry Lundeborg School of Seamanship in May.

A member of the SIU since 1989, de Leon entertained a crowd of more than 100 persons with a 20-song solo concert performance. In the audience were parents, friends and families of upgraders as well as citizens who live in the neighborhood surrounding the Lundeborg School. SIU President Michael Sacco also was in the

crowd, which responded enthusiastically to de Leon's lively singing of country music.

"The more I sang, the more my confidence grew," de Leon, 38, recently told a reporter from the Seafarers LOG. While de Leon's first concert was successful, she had to overcome a shaky beginning. "I walked onstage and looked into the crowd's eyes," said Jioia (pronounced joy-a), "and the words to that first song just left me. Then about the third line, something kicked in and I was fine from there."

After the one-hour concert, when Sacco approached de Leon and commended her performance, "I felt like a little kid," she said. "He has such a busy schedule. . . . I didn't even realize he was there."

Jioia, who is upgrading in the chief cook program, grew up in Jacksonville, N.C. and has lived with her mother and sister in Honolulu, Hawaii since 1985. She has sailed as a steward assistant primarily onboard the *Baldomero Lopez*, a prepositioning ship operated by AMSEA, and she made two trips to the Persian Gulf during Operation Desert Shield.

Jioia discovered her musical talent thanks, in part, to her sister, Dee Dee, who regularly competes in Hawaiian songfests. Dee Dee introduced Jioia to Karaoke, a Japanese style of singing which means

"with orchestra." Karaoke singers use audio cassettes which provide accompanying music and, in some cases, backup singing. The Karaoke machines also have microphones, speakers and speaker outlets for the live singer.

"Really, this whole thing started by accident. I bought a Karaoke machine (in 1990) strictly to have something to do on the ship," explained Jioia, who jokingly described her singing voice as "raspy and low." The tapes "have music on one side and the words on the other side."

Though she had never performed before an audience—in fact, rarely even sang in the shower—Jioia quickly became enamored of her newfound hobby. She practiced in private and slowly became comfortable with the machine and her own singing.

De Leon signed off the ship in late 1990 and went to Piney Point to upgrade. Near the end of March 1991, Lundeborg School Vice President Ken Conklin and his assistant Bob Clinton heard Jioia informally singing Karaoke for fellow students and subsequently asked her to perform at May visitors Day.

With one month to prepare for the show, Jioia rehearsed her set and also arranged for country-style stage decorations, including hay bales, flowers and a wooden horse.

In concert, she sang songs such as Bette Midler's "From A Distance," Barbara Mandrell's "Years" and Patsy Cline's "Sweet Dreams."

"I'm glad I did it, but I'll probably never do it again," de Leon said with a laugh.

Indeed, despite her strong aptitude for music, Jioia knows her future is at sea. "Since I started singing, so many people have complimented me," de Leon said. "It makes you feel good when you touch someone's life like that."

"But I like the ocean. That's where I want to be."



Jioia de Leon, an SIU member for the past two years, is currently enrolled in the chief cook upgrading program at the Lundeborg School.



SIU President Michael Sacco commends Jioia de Leon following her singing debut held during the school's May Visitors Day.

## Seafarer Rates Cape Farewell As 'Good Ship' with 'Good Crew'

Crewmembers aboard the *Cape Farewell* characterize life on the Ready Reserve Force, IMC-contracted vessel as busy but rewarding. As SIU member AB **Tim Fitzgerald** put it, "The hours can get a little long, but she's a good ship with a good crew. And the money's pretty good, too."

Bosun **John Thompson** recently noted in a letter (accompanied by photographs shot by Fitzgerald) to the Seafarers LOG the working hours grew particularly long during Operation Desert Shield and Operation Desert Storm. At times, work was steady around-the-clock.

Thompson reported a full schedule between cargo operations, too. The maintenance program required on a vessel coming off a five-year layup is comprehensive, he said.

Chief Electrician **Jim Hall** added, "If it breaks down today,

we're on it today. Everybody pitches in, and slowly but surely, it's all coming together."

Among the *Farewell*'s crewmembers are "first trippers" from the Seafarers Harry Lundeborg School of Seamanship, OS **Joel Willmott** and Wiper **Eric McKinney**. Bosun Thompson reported their training has "stood them in good stead, but both say they're headed back to the school to upgrade." According to Willmott, "There's always more to learn out here."

With the challenging workload, crewmembers naturally work up quite an appetite. Or, as Thompson related, perhaps they just cannot stay away from the messhall because of the fine fare turned out by Chief Steward **Vern Wallen** and his fellow galley gang members. "We're always glad to see him after spending a rainy night on deck," the bosun said.



AB Tim Fitzgerald characterizes life on the *Cape Farewell* as busy but rewarding.

The *Cape Farewell* also has its share of veteran seamen, although one of them, AB **Dave Ketchum**, "recently retired after 20 years of service. Brother Ketchum returned to sea because he valiantly answered the call for sealift, Thompson said.

Crewmembers described

Ketchum as a valuable addition who eagerly shared his knowledge. Ketchum said the *Cape Farewell* would be his last ship, although the other crewmembers respectfully hope he changes his mind.



Wiper Eric McKinney (left) and OS Joel Willmott are "first trippers."



Chief Electrician Jim Hall washes up before dinner.



Chief Cook Lee Jordan (left) and Chief Steward Vern Wallen prepare dinner.



Bosun John Thompson does some lifeboat maintenance aboard ship.



# Bosun Canales and King Tie Knot at Sea



The happy wedding party poses for the camera. From left are Steward/Baker Michael Pooler (best man), Antionette King Canales, Third Mate James Trimble (bride's guardian), Carlos Canales and Captain Paul Foran.

When SIU members **Carlos Canales** and **Antionette King** got engaged onboard OMI Corp.'s Cape Clear last winter, they planned to get married some time after signing off the Ready Reserve Force vessel.

But when Operation Desert Storm ended, Bosun Canales and Steward Assistant King decided they could not wait. In a ceremony conducted by Captain Paul S. Foran, Canales and King tied the knot at sea March 13 with the Cape Clear headed for Ad Damman, Saudi Arabia.

Actually, it was Foran who suggested the ocean wedding.

"Once the final word came from the president, saying the war was over, you can't imagine the jubilation," recalled Canales, who joined the Seafarers in 1964 in the port of Seattle. "We were heading for the U.S. [to get supplies] when the war ended, but we were happy to turn around."

"While we were going to Ad Damman, the captain said, 'Do you two want to get married now?'"

Canales and King, who had dated each other since 1988, eagerly took advantage of the opportunity.

"We had a beautiful ceremony, and it went just like we planned," the new Mrs. Canales recently told a reporter for the Seafarers LOG. "Tell every Seafarer that when it's time to get married, they should get married on the ocean!"

Antionette King Canales joined the SIU in 1988 in the port of Jacksonville, Fla. She said she and her husband, after signing off the Cape Clear May 1, purchased a home near her shipping port.

"No complaints," Mrs. Canales said. "It seems like everything is going our way."

While the Canales' still are brimming with enthusiasm regarding their marriage, they certainly have not forgotten their wartime experiences onboard the Cape Clear. Canales and King signed on November 2 knowing the risks involved in transporting ammunition and troops.

The bosun described the Persian

Gulf port areas as "a madhouse. It took 10,000 people working like bees in a three-mile area. We were so elated when it was over."

Indeed, during the Canales-King wedding, the captain reminded Cape Clear crewmembers they had much to be both proud of and thankful for. "As we enjoy this beautiful weather on this beautiful occasion," Foran said at the ceremony, "I think it is only right that we recognize and give thanks for our good fortune. I am very proud to stand behind the crew of the Cape Clear. Every one of us was a volunteer who took the job, knowing full well the risks..."

"I do not wish to ruin the atmosphere by dwelling on that which is sad, but I do hope that each and every one of you takes the time to give thanks for our safe voyage,

took the photographs, which Antionette King Canales sent to the LOG.

Were the bride and groom nervous? "We were petrified!" admitted Bosun Canales, who purchased the rings in Singapore one week before the wedding.

Though nervous, the couple enjoyed their surroundings. "The stern was set up as a church, and then switched to a night club," Bosun Canales recalled. "Everyone worked like troopers, and it showed. The whole thing was very professional."

Said Steward Assistant King Canales, "They spoiled me."

The pair met in 1988, when they sailed together onboard the Cleveland. The Canales' plans for the near future include a stateside wedding ceremony, so they may share



Mr. and Mrs. Canales enjoy a piece of wedding cake at their shipboard reception.

pray for the safe return of all the men and women in the Persian Gulf, and ask that God watches over the souls of those who were lost in action, as well as those who have given their lives to the sea."

Also participating in the ceremony were Steward/Baker **Michael Pooler** (best man) and Third Mate **James Trimble** (acting guardian). DEU **John T. Bounds**

their joy with relatives. Canales wants to complete bosun recertification, while King Canales plans to upgrade at the Lundeberg School. "We're hoping to go to the school together," said the bosun.

And at some point, the couple will find time for a belated honeymoon.

The Seafarers LOG was not the only recipient of Canales wedding pictures and literature. Captain Foran wrote to President George Bush after the war—the letter expressed congratulations but also concern regarding the use of foreign-flag vessels—and he enclosed photos and a wedding program.



Cape Clear Steward Department Bids Farewell to Persian Gulf Duty

Freshly-baked doughnuts are never too good for a crew that just spent four-and-a-half months in the Persian Gulf, according to Steward/Baker Michael Pooler, above left, who sent these photos to the Seafarers LOG. Members of the Cape Clear's steward department take pride in their work.

They are, standing from the left, Steward Assistant Larry Bachelor, Chief Cook Danilo Soriano, Steward Assistant Rolly Acosta, Steward Assistant Edgar Colcol; seated from the left, Steward/Baker Michael Pooler and Steward Assistant Antionette King Canales.



The bride is teary-eyed during the wedding ceremony conducted by Captain Paul S. Foran aboard ship.



## Panel Blocks 1946 Date for WWII Mariner Vet Status

The House Veterans Affairs Committee once again is blocking progress on a bill providing the same cutoff date for veteran status for World War II-era merchant mariners as received by other members of the U.S. military.

The Merchant Mariners Fairness Act of 1991, also known as H.R. 44, passed the House Merchant Marine and Fisheries Committee unanimously, as it had in the last session of Congress.

The legislation was forwarded to the Veterans Affairs Committee for its next hearing. As happened during the previous session of Congress, the committee chairman, C. V. "Sonny" Montgomery (D-Miss.), has not scheduled a meeting for the bill.

Although Jack Fields (R-Texas) sponsored the same bill in 1989 and pushed it through the Mer-

chant Marine and Fisheries Committee, of which he is a member, the 101st Congress adjourned before Montgomery's committee ever reviewed the legislation.

In a strong communication to the House veterans panel chairman, SIU President Michael Sacco urged the committee "to extend prompt and favorable consideration to this laudable legislation."

"In our judgment, it is proper and fitting to honor all the merchant mariners who served their country with distinction during World War II."

The legislation would extend World War II veteran status to American merchant mariners who sailed between August 15, 1945 and December 31, 1946, the date President Harry Truman declared as the end of hostilities.

Seamen who sailed between

December 7, 1941 and August 15, 1945 were declared World War II veterans in January 1988 by the secretary of the Air Force — the branch of the Department of Defense that oversees matters pertaining to veterans. The recognition came after seamen and their allies fought for veterans status for WWII mariners for more than 40 years a fight which included an eight-year court case. The ruling made them eligible to receive such

Department of Veterans Affairs benefits as disability compensation, pensions, medical care and burials.

By selecting August 15, 1945 (rather than December 31, 1946) as the end of eligibility for merchant mariners, the Department of Defense has excluded approximately 2,500 living seafarers from World War II veteran status and benefits received by those who served in the armed services.

### Seafarers—Write Vet Panel Members Show Your Support for H.R. 44

To urge members of the House Veterans Affairs Committee to support H.R. 44—the extension for World War II-era merchant mariners' veterans status—write to:

The Honorable (name)  
United States House of  
Representatives  
Washington, DC 20515

#### Democrats

C. V. "Sonny" Montgomery,  
Miss.—Chairman  
Don Edwards, Calif.  
Douglas Applegate, Ohio  
Lane Evans, Ill.  
Timothy Penny, Mont.  
Harley Staggers, W. Va.  
J. Roy Rowland, Ga.  
Jim Slattery, Kan.  
Claude Harris, Ala.  
Joseph Kennedy, Mass.  
Elizabeth Patterson, S.C.  
George Sangmeister, Ill.  
Ben Jones, Ga.  
Jill Long, Ind.  
Pete Peterson, Fla.  
Chet Edwards, Texas  
Maxine Waters, Calif.

Bill Brewster, Okla.  
Owen Pickett, Va.  
Pete Geren, Texas

#### Republicans

Bob Stump, Ariz.—  
Ranking Member  
J. P. Hammerschmidt, Ark.  
Chalmers Wylie, Ohio  
Christopher Smith, N.J.  
Dan Burton, Ind.  
Michael Bilirakis, Fla.  
Thomas Ridge, Penn.  
Craig James, Fla.  
Cliff Stearns, Fla.  
Bill Paxon, N.Y.  
Floyd Spence, S.C.  
Dick Nichols, Kan.  
Rick Santorum, Penn.



Turner Active in Seamen's Vet Group

In speaking before the American Merchant Marine Veterans Convention last month, SIU President Michael Sacco (right) recognized retired SIU official Ed Turner's continuing efforts on behalf of WWII-era merchant mariners to gain all the benefits to which they are entitled. Turner was a founding member of the merchant mariner veteran group.

STATEN ISLAND ADVANCE MONDAY, JUNE 10, 1991 \* A 19

## Fair treatment for a few old sailors

### Overdue justice for Merchant Marine World War II vets

WASHINGTON — For most veterans of World War II, the war that began on Dec. 7, 1941, ended on Dec. 31, 1946. President Harry Truman fixed that cutoff date for veterans' benefits, and that, as they say, was that.

But in the process of disbanding the armed forces in the immediate postwar period, the government fell into an act of indefensible unfairness: Members of the Merchant Marine were denied veterans' status. More than 40 years elapsed before that unfairness was corrected. After a prolonged battle in court against the Department of Defense, the mariners in early January 1988 won the same general rights that others had enjoyed all along. They became officially "veterans."

This belated act seemed too good to be true, and as it turned out, it was too good to be true. On Jan. 17, 1988, in a shamefully vindictive response to the court decree, the defeated Department of Defense imposed a further act of unfairness on the surviving old sailors. The secretary of the air

force, to whom the responsibility strangely had been delegated, arbitrarily fixed the seamen's cutoff date as Aug. 15, 1945, instead of Dec. 31, 1946.

Relatively speaking, only a handful of men were affected by the cutoff decree of 1988. Fewer than 2,500 reportedly are still alive. That is all. These are the survivors of 20,000 merchant seamen who were still in training when hostilities ended on Aug. 15, 1945. At that time they were still ashore. They had not yet been ordered to ports in Europe or in Asia.

To treat them fairly now, in 1991, would amount largely to a symbolic act — a flag for their coffins and a marker for their graves. The old salts long ago passed an age at which GI college benefits might have helped them. Few would be candidates for guaranteed GI loans. The cost to the taxpayers could be measured in nickels and dimes.

Rep. Jack Fields, R-Texas, has been trying for the past three years to rectify the injustice. The

House Committee on Merchant Marine and Fisheries unanimously approved his fairness bill a year ago, but the measure ran into a stone wall named Sonny Montgomery, D-Miss., chairman of the Committee on Veterans' Affairs, and there it died. I tried to get Montgomery's side of the story, but he failed to return repeated calls.

Now the Committee on Merchant Marine and Fisheries has again unanimously endorsed Fields' bill. Unfortunately for the aging merchant seamen, the Department of Defense and the Department of Veterans Affairs oppose the bill. The sailors are too few in number to be bothered with. Only an appeal to fair play seems likely to move the measure to enactment.

The opponents' principal objection is that after Aug. 15, 1945, merchant seamen were no longer subject to military control. The answer to that is yes and no.

All through the war the mariners occupied an anomalous status. Technically they were still civil-



James Kilpatrick  
A CONSERVATIVE VIEW

ians, but they were subject to the full panoply of military discipline. Their pay, as the U.S. District Court concluded, was "approximately comparable" to the pay of men in the Navy. Adm. Chester Nimitz described the Merchant Marine as "an auxiliary of the Army and Navy in time of war." The court found that 5,662 merchant seamen lost their lives to enemy action; another 600 were taken prisoner; their casualty rate almost exactly matched the casualty rate of the U.S. Marine Corps. By every imaginable criteria, their service was tantamount to military service, even though they received orders through the War Shipping Administration.

It was not until the end of August 1946 that the War Shipping Administration went out of existence. Over the ensuing four months, awaiting Truman's proclamation that ended the state of war, the merchant seamen remained subject to Navy discipline. It is difficult to understand why they should not receive the same benefits accorded to other members of the armed services.

In the enormous bag of congressional concerns, Fields' bill is small potatoes. The events that led to the unfairness happened a long time ago. Those who were in their 20s then are in their 70s now. They are motivated chiefly by personal pride in the achievements of the Merchant Marine. In the teeth of German U-boats they transported 7 million soldiers and uncounted tons of supplies and ammunition.

These few survivors ask only to be treated as other veterans have been treated. They ask for fair play. I am on their side every inch of the way.

James J. Kilpatrick's column, "A conservative view," appears each Monday, Tuesday and Thursday on the Advance editorial pages.

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### Nationally Syndicated Columnist Supports Seamen's Cause

James J. Kilpatrick, whose column appears in hundreds of newspapers around the country, devoted a recent column to the need for passage of a bill which would establish the same veterans status cutoff date for World War II merchant mariners as the one set for the armed forces. Legislation proposed by Representative Jack

Fields (R-Texas) would extend the cutoff date from August 15, 1945 to December 31, 1946 for World War II seamen applying for veterans status. The column is reprinted with permission of the author, who before had written of the need for veterans status for World War II-era seafarers.





The SIU-crewed Foz Do Mondego sails from the port of New Bedford, Mass.

## Five SIU Fishermen Handle A New Bedford Dragger

The SIU-crewed F/V Foz Do Mondego sails from the port of New Bedford, Mass., a fishing village at the beginning of the Cape Cod peninsula. The vessel's name means "where the river Mondego meets the sea."

Five crewmembers, all of Portuguese descent, man the Foz Do Mondego. Captain Luis Baptista, part owner of the vessel, joins in the work with Engineer Jose Carrico, Cook Herminio Meca, Mate Antonio Rebelo and Deckhand Antonio Temudo.

A typical voyage lasts approximately one week to 10 days. The Foz Do Mondego is a "dragger" and sails as far as the Canadian line roughly 120 miles to the northeast, said New Bedford Port Agent Henri Francois.

The Foz Do Mondego catches a variety of fish, including cod, flounder, sole and various other flatfish. Occasionally the crew is fortunate enough to catch lobster, which means extra money.

The size of the catches varies but usually is substantial. For example in mid-June, the crew returned from one trip with 19,100 pounds of fish.

There is no season for crewmembers onboard the Foz Do Mondego. They fish year-round, taking three days ashore after voyages of more than eight days. Seetime depends on how long it takes to fill the holds.

Baptista's main concerns include over-fishing by non-union boat owners and pro-

posals by certain Massachusetts lobstermen which would prevent draggers from selling lobsters they inadvertently catch—even if caught in state waters.

The Foz Do Mondego is one of 90 fishing vessels in New Bedford under contract with the SIU. The union boats are well maintained and productive. New Bedford piers routinely land the highest value catch in the United States.



Cook Herminio Meca unloads fish.



Deckhand Antonio P. Temudo and Engineer Jose Carrico clean boards which are used in the fish hold of the Foz Do Mondego.



Deckhand Antonio P. Temudo unloads fish from the boat's hold.



Mate Antonio Rebelo aboard the Mondego.



Seafarer Luis Baptista is captain/owner of the Foz Do Mondego.



In the background, SIU Patrolman Eugenio De Sousa watches as Engineer Jose Carrico rinses the boards on the deck of the boat.



Cook Herminio Meca and Mate Antonio Rebelo unload the day's catch.



Captain Luis Baptista, right, talks with Mate Antonio Rebelo.



Deckhand Antonio P. Temudo guides a basket of fish from the boat's hold.



## Ten More Benefits Talks Slated for Year



John Padilla and his daughter enjoy a sample of the food provided at the benefits seminars.



Pensioners Andy Anderson (left) and Joe Robertson (center) join Captain Knockie Hudgins in gathering materials.



St. Louis Patrolman Joe Sigler (left) discusses the day's workshops and other activities with Steward/Baker R. Hanson.



AB Bob Trainor gets up before a packed house to ask a question relating to the plans' death benefits.

Benefits conferences already have been held in Houston, Mobile, New York, Norfolk and St. Louis. Upcoming sessions are scheduled in the other ports as listed below.

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

## Spanish, Israeli Seamen Fight Flag-Out Moves

Continued from page 3

Since May, ISOU members had been turning up the heat in their beef with Zim, one of the world's largest shipping companies.

The ISOU forcefully protested Zim's policy of circumventing Israeli law which dictates that ships owned, controlled or operated by Israeli citizens and corporations must fly the Israeli flag. Since the mid-1980s, Zim systematically has sought and obtained waivers from the national flag requirement from the Israeli government on trumped up grounds. This desertion from

the Israeli flag has resulted in a loss of close to 500 ISOU jobs.

To emphasize that the ISOU will not stand idly by as Zim contrives to replace Israeli seafarers with third-world crews, the union called a series of demonstrative strikes last month. The docking pilots in Israel's three port cities — all of whom are members of the ISOU — did not render any service to Zim ships throughout the course of one weekend. Six of Zim's runaway-flag ships and four Israeli vessels were stopped in their tracks.

The Zim Italia's ISOU crew-

members struck while the vessel docked in Piraeus, Greece. Similarly, the Zim America ISOU crew began their job action while in Los Angeles, and the officers of the Zim Canada engaged in a 48-hour action when berthed in Port Elizabeth, N.J. The SIU, along with the International Longshore Workers Union, Checkers and Teamsters on the west coast and the International Longshoremen's Association on the east coast, indicated their support for the actions of the brother Israeli seamen.

The agreement to begin talks between Zim and the ISOU, an-

nounced as the LOG went to press, is the first movement on the company's part to address the policy of flagging out with the seamen affected by such a course of action. ISOU representatives indicated optimism over this development and reported another reason to be hopeful. As a token of goodwill, Zim's management announced it would pay full back wages to all the seamen who took part in the strikes. ISOU officers told the Seafarers LOG Zim made this decision on their own initiative, with no pressure from the Israeli sea officers.

## War Bonus Payments Are Delayed

Seafarers are urged to be patient while waiting to receive their war bonus payments.

The Maritime Administration (MarAd) and the Military Sealift Command announced in April that war bonuses had been approved for merchant mariners who sailed on U.S.-flag 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.

Mariners were told to make copies of their discharges as proof of the dates they sailed in the war zone. The copies were to be sent to the marine operations manager of the company operating that particular vessel.

"To every Seafarer who has called asking about the war bonus, we have asked him or her to be patient," Chris Krusa, a maritime training specialist at MarAd, told the Seafarers LOG.

"You are eligible for it in accordance with the parameters already announced. You will be getting the bonus, but it does take time."

Krusa noted the paperwork is quite heavy with all the retroactive requests for payments received by MarAd from the companies. "We have to verify all requests. Some mariners think that because their ship carried military equipment and sailed in the Middle East, like only to Israel, they qualify. Unfortunately, they don't," he added.

Augie Tellez, SIU assistant vice president, said the union has been working with its contracted operators and the government in an attempt to clear up the bureaucratic delays. Tellez said Seafarers would be kept apprised of developments on this matter through membership meetings and the LOG.



During the second day of the strike of Zim America officers, the SIU hosted a cookout for their brother and sister seafarers. Patrolman Tricker (second from left), who is handling the grill, is joined by three crewmembers.



ISOU officer Eli Romano (right) is joined by Seafarers in Port Elizabeth, N.J., where the Zim Canada was expected to berth. From left are Joe Vazquez, Edd Morris, Andy Vidal, Richard Almojera and Romano.



## August & September Membership Meetings; Deep Sea, Lakes, Inland Waters

<b>Piney Point</b>	
Monday, August 5	
Tuesday, September 3	
<b>New York</b>	
Tuesday, August 6	
Tuesday, September 3	
<b>Philadelphia</b>	
Wednesday, August 7	
Wednesday, September 4	
<b>Baltimore</b>	
Thursday, August 8	
Thursday, September 5	
<b>Norfolk</b>	
Thursday, August 8	
Thursday, September 5	
<b>Jacksonville</b>	
Thursday, August 8	
Thursday, September 5	
<b>Algonac</b>	
Friday, August 9	
Friday, September 6	
<b>Houston</b>	
Monday, August 12	
Monday, September 9	
<b>New Orleans</b>	
Tuesday, August 13	
Tuesday, September 10	
<b>Mobile</b>	
Wednesday, August 14	
Wednesday, September 11	
<b>San Francisco</b>	
Thursday, August 15	
Thursday, September 12	
<b>Wilmington</b>	
Monday, August 19	
Monday, September 16	
<b>Seattle</b>	
Friday, August 23	
Friday, September 20	
<b>San Juan</b>	
Thursday, August 8	
Thursday, September 5	
<b>St. Louis</b>	
Friday, August 16	
Friday, September 13	
<b>Honolulu</b>	
Friday, August 16	
Friday, September 13	
<b>Duluth</b>	
Wednesday, August 14	
Wednesday, September 11	
<b>Jersey City</b>	
Wednesday, August 21	
Wednesday, September 18	
<b>New Bedford</b>	
Wednesday, August 21	
Tuesday, September 17	

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

## Personals

### Pamela (Ex-Chief Cook Aboard the SS Del Valle)

Please contact Luis Escobar at (808)  
935-9987 or write to him at P.O. Box  
802, Hilo, Hawaii 96721.

### Shipmates of James Orin Thomas

Will any former shipmate of James Orin  
Thomas please call Jerry Little at (409)  
838-9941. Mr. Little needs to talk with  
you in order to help me. Thanks.

### X-MAN

John Steeber (aka Joey Ramone) needs  
your address. Write him at 24 Grant  
Pl., Irvington, N.J. 07111.

# Dispatchers' Report for Deep Sea

MAY 16-JUNE 15, 1991

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
	DECK DEPARTMENT									
New York	37	10	13	23	7	12	6	56	14	7
Philadelphia	4	2	4	4	4	5	4	0	1	2
Baltimore	7	4	7	9	3	6	1	5	3	1
Norfolk	10	4	10	12	6	6	2	17	5	7
Mobile	14	7	21	11	9	17	4	19	9	15
New Orleans	23	11	23	21	14	19	2	25	12	16
Jacksonville	30	15	18	24	12	18	10	29	10	11
San Francisco	30	22	10	20	11	7	4	54	23	10
Wilmington	19	7	14	16	10	15	6	19	13	
Seattle	27	13	16	21	6	14	8	39	9	10
Puerto Rico	9	2	3	11	4	1	3	14	3	2
Honolulu	10	8	6	8	12	4	8	10	8	6
Houston	20	13	18	24	14	15	15	41	12	14
St. Louis	0	5	2	0	4	2	0	0	3	0
Piney Point	0	9	3	0	7	1	2	0	7	4
Algonac	0	2	5	1	2	4	1	0	1	1
Totals	240	134	173	205	125	146	76	328	133	107
Port	ENGINE DEPARTMENT									
New York	20	5	6	19	4	4	4	21	7	4
Philadelphia	4	4	3	1	3	2	0	4	4	1
Baltimore	7	6	3	7	5	2	1	5	1	1
Norfolk	5	2	2	3	5	2	0	7	1	3
Mobile	10	2	5	7	6	6	3	15	2	5
New Orleans	14	9	11	19	6	10	6	21	6	7
Jacksonville	4	5	9	16	4	9	6	10	6	3
San Francisco	16	7	9	11	8	9	8	22	6	8
Wilmington	11	5	10	12	7	11	3	15	3	4
Seattle	16	6	7	10	5	5	7	23	4	4
Puerto Rico	5	4	1	5	1	1	0	7	4	0
Honolulu	4	4	4	4	3	5	4	4	5	4
Houston	19	1	11	16	7	10	6	23	2	3
St. Louis	0	1	1	0	2	0	1	0	0	1
Piney Point	1	12	8	1	10	7	1	1	2	3
Algonac	0	0	2	0	0	2	0	1	0	0
Totals	136	73	92	131	76	85	50	179	53	51
Port	STEWARD DEPARTMENT									
New York	15	4	6	16	2	1	5	26	8	8
Philadelphia	1	0	1	1	1	1	2	0	1	0
Baltimore	2	2	1	1	1	1	1	2	2	0
Norfolk	7	1	4	2	1	2	2	7	2	5
Mobile	6	2	2	4	2	1	1	11	5	3
New Orleans	7	5	2	8	3	3	5	14	5	5
Jacksonville	11	5	2	9	5	1	4	11	3	2
San Francisco	48	10	7	25	5	6	11	79	11	6
Wilmington	14	6	2	10	3	2	7	17	7	0
Seattle	20	7	0	25	3	0	10	23	5	1
Puerto Rico	3	0	0	3	1	0	2	5	0	0
Honolulu	8	14	28	9	15	23	41	9	20	25
Houston	11	4	5	7	2	3	15	21	5	3
St. Louis	4	0	0	3	0	0	0	1	0	0
Piney Point	3	7	2	1	2	1	2	5	9	2
Algonac	0	0	0	0	0	0	0	1	0	0
Totals	160	67	62	124	46	45	108	232	83	60
Port	ENTRY DEPARTMENT									
New York	16	14	51	6	11	31	0	23	25	51
Philadelphia	1	2	5	1	2	1	0	2	3	6
Baltimore	4	9	4	1	7	5	0	4	6	0
Norfolk	4	8	11	0	7	9	0	7	11	5
Mobile	4	15	12	1	15	14	0	6	19	10
New Orleans	7	21	30	4	6	15	0	12	31	60
Jacksonville	4	24	15	5	20	9	0	14	15	20
San Francisco	19	15	29	6	16	26	0	40	27	37
Wilmington	8	11	15	8	9	8	0	11	14	15
Seattle	16	15	7	5	11	10	0	15	10	5
Puerto Rico	4	4	3	7	3	0	0	9	8	5
Honolulu	3	36	165	3	36	207	0	2	49	143
Houston	4	17	35	3	10	16	0	6	19	39
St. Louis	0	2	1	0	1	2	0	0	3	1
Piney Point	0	80	3	0	53	3	0	0	49	2
Algonac	0	1	2	0	1	0	0	0	2	2
Totals	94	274	388	50	208	356	0	138	291	401
Totals All Departments	630	548	715	510	455	632	234	877	560	619

\*"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 1,831 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,831 jobs shipped, 510 jobs or about 28 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From May 16 to June 15, a total of 234 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 14,261 jobs have been shipped.



The Seafarers Pension Plan announces the retirement of 32 members this month. Twenty-two of those signing off sailed in the deep sea division, nine sailed in the inland division and one sailed on Great Lakes ships.

Deck department member Andrew N. Boney and steward department member Robert E. Thomas have been members longer than any of the others to retire. Brothers Boney and Thomas joined the Seafarers in 1945.

At 71 (as of February), galley gang member Saturino Simsuangco is the oldest of the new pensioners. Likewise, fellow steward department Seafarer Byron Smith, also retiring, celebrated his 71st birthday in May.

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

### DEEP SEA

**CHESTER L. ANDERSON**, 65, joined the Seafarers in June 1955 in the port of San Francisco. A native of Canada, he sailed in the deck department. Brother Anderson has retired to his native Newfoundland.



**ANDREW N. BONEY**, 63, joined the SIU in 1945 in the port of New York. Born in Windsor, Va., he shipped in the deck department.

Brother Boney graduated from the bosun recertification course in March 1974. He served in the Army from 1950 to 1951 and now calls South Hill, Va. home.

**HENRY J. BROADUS**, 51, joined the union in 1957 in the port of Mobile, Ala. Born in Mobile, he sailed in the steward department. Brother Broadus resides in Grand Bay, Ala.

**JAMES BUGGS**, 65, joined the Seafarers in 1958 in the port of Lake Charles, La. Brother Buggs was a member of the galley gang and still calls his native Lake Charles home.



**VIRGIL J. CAMPBELL**, 66, joined the SIU in 1973 in the port of Houston. Born in Covington County, Ala., Brother Campbell is a veteran of both the Army (1944-46) and Air Force (1946-53). He sailed in the steward department, upgraded at the Lundeberg School and retired to Andalusia, Ala.

**GEORGE E. HARRISON**, 61, joined the SIU in 1953 in the port of New York. The Mathews, Va. native sailed in the engine department and upgraded at the Lundeberg School in

## 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.*

1984. Brother Harrison still lives in Mathews.

**RONALD K. CARRAWAY**, 60, joined the union in 1958 in the port of New York. The Detroit native was a member of the deck department who upgraded at the Lundeberg School in 1982. Brother Carraway served in the Army from 1946 until 1951. He resides in the Philippines.



**JOHN E. DOYLE**, 62, joined the Seafarers in 1946 in the port of New York. Born in Toledo, Ohio, Brother Doyle

shipped in the deck department. In 1960 he received a personal safety award for work onboard the Maiden Creek. He served in the Army from 1948 to 1950 and lives in San Francisco.

**CHARLES H. HURLBURT**, 61, joined the union in 1959. Born in Rochester, N.Y., Brother Hurlburt was a member of the galley gang. He served in the Navy from 1947 until 1951 and currently resides in Houston.



**LEON LOCKEY**, 70, joined the Seafarers in 1956 in the port of Baltimore. The native of Mississippi shipped in the black-gang and upgraded at the Lundeberg School. Brother Lockey served in the Army from 1945 to 1949. He lives in New Orleans.

**ANTHONY J. MELANSON**, 64, joined the SIU in 1947 in the port of New York. A native of Brooklyn, N.Y., Brother Melanson sailed in the deck department. He served in the Navy from 1945 to 1947 and retired to Jersey City, N.J.

**BYRON SMITH**, 71, joined the union in 1965 in the port of San Francisco. Born in England, Brother Smith shipped in the steward department. He calls Oakland, Calif. home.



**DAVID KETCHUM**, 56, joined the Seafarers in 1955 in the port of Baltimore. The Maryland native sailed

in the deck department. Brother Ketchum frequently upgraded at the Lundeberg School and lives in Baltimore.

**THOMAS R. NAVARRE**, 63, joined the SIU in 1951 in the port of New York. He was born in Louisiana and shipped in the steward department. Brother Navarre frequently upgraded at the Lundeberg School and served in the Army from 1945 to 1946. He retired to San Pedro, Calif.

**MIKE OHANNESIAN**, 65, joined the union in 1947 in the port of Norfolk, Va. Born in Michigan, he sailed in the deck department. Brother Ohannesian served in the Navy from 1943 until 1946. He lives in Wilmington, Calif.

**ALVIN C. OLANDER**, 65, joined the Seafarers in 1947 in the port of New York. The Maine native was a member of the galley gang, and he frequently upgraded at the Lundeberg School. Brother Olander resides in Virginia.



**ALFRED T. PORCARI**, 61, joined the SIU in 1947 in the port of New York. The Marine Corps veteran was born in

Brooklyn, N.Y. He shipped in the deck and steward departments and upgraded at the Lundeberg School. Brother Porcari retired to Richmond Hill, N.Y.

**LINWOOD C. RICH**, 66, joined the union in 1976 in the port of New York. Born in Maine, he sailed in the deck department. Brother Rich completed bosun recertification in 1981. He served in the Navy from 1942 to 1966 and lives in Pasadena, Texas.



**SATURINO SIMSUANGCO**, 71, joined the Seafarers in 1964 in the port of Baltimore. A native of the Philippines, he shipped in the steward department. Brother Simsuangco served in the Navy from 1945 until 1952. He resides in East Brunswick, N.J.

**ROBERT E. THOMAS**, 65, joined the SIU in 1945 in the port of Mobile, Ala. Born in Mississippi, he was a member of the galley gang. Brother Thomas received a safety award in 1961 for his work onboard the SS Wacosta. He retired to New Orleans.



**JAMES A. WALLER**, 65, joined the union in 1949 in the port of Tampa, Fla. The native of Savannah, Ga. shipped in the deck department. Brother Waller served in the Navy from 1944 to 1946. He resides in Georgia.

**RICHARD K. WILLIAMS**, 65, joined the Seafarers in 1947 in the port of Norfolk, Va. Born in Petersburg, Va., he sailed in the deck department. Brother Williams frequently upgraded at the Lundeberg School. He lives in Roper, N.C.



### INLAND

**ROBERT G. ELIA**, 63, joined the union in 1974 in the port of Philadelphia. A native of Vineland, N.J., Boatman Elia shipped in the steward department. He resides in Vineland.



**WALTER D. HENRY**, 66, joined the SIU in 1979 in the port of Tampa, Fla. The Ohio native shipped in the deck department. Boatman Henry upgraded at the Lundeberg School in 1985. He retired to Riverview, Fla.



**ROMAN JANKOWIAK**, 62, joined the union in 1957 in the port of Baltimore. He sailed in the deck department. Boatman Jankowiak served in the U.S. Marine Corps from 1946 to 1948. He lives in his native Baltimore.



**JOSEPH H. KLEIMAN**, 63, joined the Seafarers in 1957 in the port of Houston. The Galveston, Texas native shipped in the black-gang. Boatman Kleiman retired to his native Galveston.

Continued on page 21



# Dispatchers' Report for Great Lakes

CL—Company/Lakes	L—Lakes		NP—Non Priority										
MAY 16—JUNE 15, 1991					*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			
Port	DECK DEPARTMENT												
Algonac	0	19	5		0	56	6	0	15	6			
Port	ENGINE DEPARTMENT												
Algonac	0	10	6		0	17	2	0	11	4			
Port	STEWARD DEPARTMENT												
Algonac	0	3	2		0	7	0	0	7	3			
Port	ENTRY DEPARTMENT												
Algonac	0	9	22		0	0	0	0	32	38			
Totals All Departments					0	41	35	0	80	8	0	65	51

\*\*\*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

MAY 16-JUNE 15, 1991

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
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	65	10	4
Mobile	0	0	1	0	0	1	0	0	0
New Orleans	3	0	4	1	0	3	4	0	2
Jacksonville	2	1	5	2	0	2	0	1	7
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	3	0	0	4	1	4	6
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	1	0	0	1	0	0	0
Houston	1	0	3	0	0	1	5	2	15
Algonac	10	0	0	8	0	0	76	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Totals	30	1	17	14	0	12	151	17	34
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	5	0	0	1	0	0	2	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	1	0	0	0	0	0	1	0	0
Houston	0	0	0	0	0	0	0	0	3
Algonac	5	0	0	5	0	0	43	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	1	0	0	0	0	0	0	0	0
Totals	12	0	0	6	0	0	46	0	3
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	6	0	0	1	0	0	3	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	2	0	0	2	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	0	0	0	0	0	2	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	1	0	1	0	0	1	1	0	0
Houston	0	0	0	0	0	0	0	0	4
Algonac	5	0	0	2	0	0	32	0	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	0	3	3	0	3	38	0	4
Totals All Departments									
	55	1	20	23	0	15	235	98	41

\*\*\*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 Corgay

**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 Kalih 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.  
San Juan, 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



## 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.

**CAPE MOHICAN** (OMI Corp.), January 20 — Chairman David N. Martz, Secretary Manuel Faria, Deck Delegate Ronald Makowiecki, Engine Delegate Robert W. Carey, Steward Delegate Luis Lopez. Chairman discussed random drug testing, asked crew to separate plastics from rest of trash and called for intensive fire and boat drills, as ship was headed for Persian Gulf. No beefs or disputed OT reported. Operation Desert Shield bulletin was read. Crew reported some of allotments mailed on January 1 had not been received at home. Crew also thanked steward department for job well done.

**CAPE MOHICAN** (OMI Corp.), February 20 — Chairman David N. Martz, Secretary Manuel Faria, Educational Director R.O'Brian, Deck Delegate Elmer Moyer, Engine Delegate Robert W. Carey, Steward Delegate Luis Lopez. Chairman asked crew to minimize noise in passageways and keep pantry and crew lounge clean, also asked captain if danger pay was approved for January and February. Educational director suggested crewmembers might get books ordered from MSC and upgrade at Piney Point. Steward delegate reported beef. Deck and engine delegates reported no beefs or disputed OT. Crewmembers asked contracts department for clarification of imminent danger pay. Crew extended vote of thanks to steward department.

**NEDLLOYD HUDSON** (Sea-Land Service), February 24 — Chairman John Neff, Secretary R.G. Connolly. Chairman discussed substance abuse and its implications, also spoke about ship's cleanliness. No beefs or disputed OT reported. Crew thanked Chief Cook Mohamed Abdelfattah and GSEs Jose Santiago and Mike Strickland for doing good job. Crew observed one minute of silence in memory of departed brothers and sisters.

**PFC EUGENE A. OBREGON** (Waterman), February 17 — Chairman E.A. Rihn, Secretary Patrick Helton, Deck Delegate Gary J. Ryhne, Engine Delegate Maximo Dising, Steward Delegate Albert H. Hendricks. Chairman noted he is available to help with any problems. No beefs or disputed OT reported.



### Getting Questions Answered

Steward Assistant Ruti DeMont is happy with the answer she received concerning a union contract situation aboard the Cape Farewell.

**CAPE FLORIDA** (IMC), March 4 — Chairman Bryan Peirsol, Secretary William Pitt, Educational Director Michael Manuel, Deck Delegate Roland Noble, Engine Delegate Robert Salis, Steward Delegate Daniel Watts. Deck delegate reported disputed OT. Engine and steward delegates reported no beefs or disputed OT. Crew asked contracts department to look into dental benefits for family members. Crew inquired about war risk bonus. In Persian Gulf, crew witnessed several attacks and saw missile land approximately 300 yards to starboard side of ship.

**CAPE HENRY** (IOM), March 24 — Chairman William Hampson, Secretary Ralph Thomas. Secretary asked crew to properly dispose of plastic. Engine delegate reported beef with chief engineer. No disputed OT reported by deck and steward delegates.

**CAPE HUDSON** (IOM), March 10 — Chairman George Cruz, Secretary Humberto Ortiz. Chairman explained Persian Gulf bonuses. Treasurer proposed an emergency fund. No beefs or disputed OT reported. Crew asked for mattresses for use on deck during hot weather.

**GREEN VALLEY** (Waterman), March 24 — Chairman Andrew Mack, Secretary Robert Bright. Steward delegate reported disputed OT and beef. No disputed OT or beefs reported by deck and engine delegates. Crew requested contracts department look into changes for vacation time and benefits program. Galley gang thanked by crew. Next ports: Newport News, Va., Savannah, Ga. and New Orleans.

**OVERSEAS ARCTIC** (Maritime Overseas), March 9 — Chairman John Little, Secretary Fernando Urias, Deck Delegate Tim Olvany, Engine Delegate Andy Lopez, Steward Delegate R.J. Koiecki. Chairman announced possible layup of up to 10 days without layoff. He indicated reliefs per old shipping rules would likely be reinstated. No beefs or disputed OT reported. Crew requested contracts department to maintain or increase current manning scale due to safety considerations. Steward department thanked for good meals. Next port: Nederland, Texas.

**SAM HOUSTON** (Waterman), March 17 — Chairman H.O. Leake, Educational Director Russell Zeller. Chairman reported agreement between officers and crew to split cost for radio/scanner. He announced upcoming ship inspection. No beefs or disputed OT reported. Crew asked about shortening wait for money for those getting off ship. Next port: Newport News, Va.

**SEA-LAND CRUSADER** (Sea-Land Service), March 31 — Chairman Joseph A. Osario, Secretary Nick Andrews, Deck Delegate Glenn Reynolds, Steward Delegate Jose Ortiz. Treasurer listed \$50 in ship funds. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine delegate or steward delegate. Crew requested increased variety of food, asked that officers refrain from visiting crew lounge. Next port: San Juan, P.R.

**USNS BOLD** (U.S. Marine Management), March 8 — Chairman Ernest Caltenback, Secretary John MacDougal. Chairman reported dissatisfaction with loss of exercise room and impending loss of rec room. He also noted captain does not approve overtime

until end of voyage. Educational director explained shiphandling simulator course at Lundeberg School. Deck delegate asked for advance notice for future watch schedule changes. Steward delegate reported disputed OT and need for condiment trays for rough seas. He also noted SA's room was flooded from deck drain. Ship is still short two VCRs, TV and radio antennas need repair. Next port: Norfolk, Va.

**AMERICAN FALCON** (American Transport), April 24 — Chairman Bill Van Horn, Secretary Karen Van Horn, Educational Director Kevin Gordon, Deck Delegate Dave Johnson, Steward Delegate John Ganter. Chairman announced upcoming payoff. Educational director noted opportunity to upgrade at Piney Point. No beefs or disputed OT reported. Crew requested mattress pads for plastic mattresses and replacement chairs for cabins. Kevin Gordon sought information about lost and stolen luggage. Next port: Wilmington, N.C.



### Getting the Facts

Cape Farewell crewmembers AB Ralph Capetta (left), Chief Cook Gary Owens (second from left) and Bosun Tom Walker (standing) talk with Patrolman Anthony McQuay before sailing to the Persian Gulf.

**CAPE ANN** (Amsea), April 19 — Chairman William Dawson, Secretary Glenn D'Ambrosio, Deck Delegate Howard Hare, Engine Delegate Monroe Monsiur. Chairman noted payoff would take place in Yorktown, Va. later in month. Educational director stressed importance of upgrading at Piney Point. Chief Steward Glenn D'Ambrosio was elected ship's treasurer, and he listed \$30 in ship fund. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine delegate or steward delegate. Crew received verification of war bonus. Crew asked for new furniture, ice machine and ventilation system for rec room. Next port: Yorktown.

**CAPE DUCATO** (IOM), April 7 — Chairman George J. Diefenbach, Secretary Ramond L. Jones, Educational Director J. Griffith, Deck Delegate Donald Davis, Engine Delegate Van C. Jones, Steward Delegate Larry Ewing. Chairman reminded watch personnel to make coffee for their reliefs. He urged everyone to upgrade as soon as possible. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew observed one minute of silence in memory of departed brothers and sisters.

**CAPE FAREWELL** (IMC), April 14 — Chairman John Thompson, Secretary W. Waller, Deck Delegate Tim Fitzgerald, Engine Delegate Henry Hall, Steward Delegate Ruti DeMont. Educational director urged everyone to upgrade. Deck delegate reported disputed OT. Engine delegate reported no beefs or disputed OT. Steward delegate reported 90-day stores due in Germany. Crew requested headquarters' attention regarding compensation difficulties. Everyone was asked to abide by new plastic disposal law. Crewmembers want new movies, planned swap in Germany.

**CAPE FLORIDA** (IMC), April 21 — Chairman Bryan Peirsol, Secretary William Pitt, Deck Delegate Roland Noble, Engine Delegate Albert Ragnoni, Steward Delegate Dan Watts. Chairman said no word had been received regarding war bonuses. Educational director en-

couraged all members to upgrade at Piney Point and contribute to SPAD. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew asked contracts department to review an increase in dental benefits and vacation time counting toward retirement. All members were asked to keep coffee mess area clean and reduce noise in passageways after working hours.

**CAPE HORN** (IOM), April 21 — Chairman Paul Dornes, Secretary W. Schmale. Chairman announced payoff scheduled for Saturday. He said clarification on war bonuses was forthcoming. Delegates reported no beefs or disputed OT.

**CAPE HUDSON** (IOM), April 21 — Chairman Leonard Spivey, Secretary Humberto Ortiz, Educational Director John Yarber. Secretary announced, in honor of fatally injured former chairman George Cruz, each crewmember would

make \$100 donation to Mrs. George Cruz. Educational director recommended upgrading at Lundeberg School. No beefs or disputed OT reported. Crew planned to start new ship's fund, as old one was sent to Mrs. Cruz. Crew said laundry facilities needed repair. Crew observed one minute of silence in memory of departed brothers and sisters.

**CONSTELLATION** (Maersk), April 2 — Chairman Salvatore Ciciulla, Secretary L. Fencel, Deck Delegate H. Wood, Engine Delegate A. Meyer, Steward Delegate C. Dominguez. Secretary stressed importance of SPAD donations. Educational director described the facilities crewmembers can enjoy while upgrading at Lundeberg School in Piney Point. No beefs or disputed OT reported. Crew asked for clarification regarding war bonus. Crew voted to purchase video recorder to save wear on VCR. Steward department thanked crew for helping keep ship clean. Crew asked for patrolman at payoff as many new members want to pay dues and initiation.

**COURIER** (Vulcan Carriers), April 9 — Chairman Kadir P. Amat, Secretary Dana Zuls. Chairman reported ship received contract and issues of LOG. He asked for clarification from contracts department regarding length of current assignment. He reported captain declined launch service when ship was at anchor for three days because captain thought they would not be there more than 24 hours. No beefs or disputed OT reported. Crew suggested contracts department look into increases in pension and vacation pay.

**GUS DARNELL** (Ocean Shipholding), April 14 — Chairman Terry Thomas, Secretary Richard Paulson, Educational Director Larry Phillips, Deck Delegate J.F. Caballero, Engine Delegate Craig Croft, Steward Delegate Antonio Carrasquillo. Chairman announced cancellation of relief provision was lifted. He reported ship lacking numerous items, including fresh fruit and vegetables. He said coffee was being made at 0930 for

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## Ships' Digests

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1000 coffee time. Educational director encouraged SPAD donations and upgrading at Lundeberg School. Deck delegate asked for verification on midnight hot meal for 12-to-4 watch. No beefs or disputed OT reported. Crew noted cleaning gear needed and reported enjoyable cookouts and basketball games on fantail once or twice monthly with smooth sailing in between.

**GREAT LAND** (IOM), April 28 — Chairman **Dennis Brown**, Secretary **Paul Calimer**, Educational Director **C. Hines**, Deck Delegate **Robert O'Connell**, Engine Delegate **Steve Bigelow**, Steward Delegate **David Campbell**. No beefs or disputed OT reported. Next port: Tacoma, Wash.

**SGT. MATEJ KOCAK** (Waterman), April 7 — Chairman **Angelo Urti**, Secretary **Milton Phelps**, Educational Director **D. Peterson**, Deck Delegate **Michael Duggan**, Engine Delegate **Michael Tremper**, Steward Delegate **Antonio Prizmik**. Chairman reported no union mail received during current voyage. He thanked all departments for cooperation and announced payoff scheduled for mid-month. Secretary also thanked departments for cooperation and support. No beefs or disputed OT reported. Crew discussed war bonuses, reminded those getting off to register on time returning to home port. Crew observed one minute of silence in memory of departed brothers and sisters.

**ROBERT E. LEE** (Waterman), April 14 — Chairman **William Penny Jr.**, Secretary **Paul Hunt**, Educational Director **Jerald Graham**. Educational director strongly encouraged members to upgrade at Piney Point and take advantage of educational opportunities offered by union. Treasurer listed \$200 in movie fund. No beefs or disputed OT reported. Crew reported mail not arriving regularly, extended vote of thanks to QMED **Charlie Smith's** wife for sending LOGS by mail. Also extended vote of thanks to engine, deck and steward departments and offered sympathies to families who lost loved ones on Stonewall Jackson. Next port: Norfolk, Va.

**LIBERTY BELLE** (Liberty Maritime), April 28 — Chairman **E.K. Bryan**, Secretary **I.R. Fletcher**, Educational Director **E. Smith**. Chairman reported smooth trip, asked members to take advantage of upgrading and educational opportunities at Piney Point. He explained advantage of job security attained by upgrading.

Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate. Rec room VCR needs replaced. Crew asked to keep noise down in quarters while others sleep. Crew extended vote of thanks to steward department for good food and clean dining area. Next port: Portland, Ore.

**LIBERTY STAR** (Liberty Maritime), April 28 — Chairman **Joseph San Filippo**, Secretary **Vincent Sanchez Jr.**, Educational Director **Jose Hipolito**, Deck Delegate **Willie Chestnutt**, Steward Delegate **Stanley Daranda**. Chairman reported good trip to Singapore, though one man hospitalized due to illness. Chairman thanked crew and announced retirement following current trip. He said ship would arrive in Portland, Ore. May 7, with payoff following day. No beefs or disputed OT reported. Crew thanked galley gang "especially GSU Stanley Daranda" for cleanliness, also commended upkeep of living areas.

**ITB MOBILE** (Sheridan Transportation), April 21 — Chairman **David Palumbo**, Secretary **F. Cordero**, Educational Director **Jerry Dellinger**, Deck Delegate **Joseph E. Miller**. Chairman said he was proud of crew. Educational director urged donations to SPAD and upgrading at Lundeberg School. Treasurer listed \$15 in ship's fund. No beefs or disputed OT reported. Crew thanked galley gang, also received thanks for helping during meal hours with riding gangs. Next port: New York.

**NUEVO SAN JUAN** (Puerto Rico Marine), April — Chairman **Manuel Silva**, Secretary **Charles Curley**, Educational Director **C.J. Gallagher**, Deck Delegate **Robert Kirk**. Chairman stressed importance of donating to SPAD. He asked crewmembers to keep mess hall closed while in port, also asked them to help keep garbage sorted. Educational director noted entire ship's fund was used to purchase microwave oven. Deck delegate reported dispute over some division of wages. No beefs or disputed OT reported by engine or steward delegates. Crew discussed ship safety and cleanliness as well as internal cooperation. Chairman added this is one of best crews he has sailed with.

**OMI LEADER** (OMI), April 28 — Chairman **Ronald Charles**, Secretary **William Robles**, Educational Director **Dyke P. Gardner**, Deck Delegate **Efstratios Zoubantis**, Engine Delegate **Sean D. Walker**, Steward Delegate **Gloria Holmes**. Chairman announced payoff due at next port. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates.

ard delegates. Crew thanked steward department for good food and good work.

**OMI WABASH** (OMI), April 21 — Chairman **Joseph Moore**, Secretary **T.J. Smith**, Educational Director **Patrick McNamara**, Deck Delegate **George Lugo**, Engine Delegate **Paul Ben Adams**, Steward Delegate **Cesar Avila**. Treasurer listed \$12 in movie fund. No beefs or disputed OT reported. Crew suggested contracts department look into changes in retirement, health plans and pay scale. Next port: Baltimore.

**OMI WILLAMETTE** (OMI Corp.), April 28 — Chairman **C. Pryor**, Secretary **Robert Scott**, Educational Director **J. Badgett**, Engine Delegate **Daniel Bland**, Steward Delegate **James Prado**. Chairman announced payoff in Long Beach, Calif. No beefs or disputed OT reported. Robert Scott gave Bosun Pryor and crew a vote of thanks for condition of ship, also asked everyone to upgrade, if not for themselves, for families.

**OVERSEAS OHIO** (Maritime Overseas), April 7 — Chairman **C.O. Herrera**, Secretary **E. Gray**, Educational Director **Monte Beck**, Deck Delegate **W. Douglas**, Engine Delegate **G. Banda**, Steward Delegate **R. Brown**. Chairman advised crew old washer fixed and new one installed. He said vessel scheduled for two trips to Valdez, Alaska. Secretary stated almost 20 movies have been added to library. Educational director reminded Seafarers to upgrade at Lundeberg School and contribute to SPAD. No beefs or disputed OT reported. Crew asked when pre-war shipping rules will return. Steward department thanked for excellent job. Next ports: Valdez and Long Beach, Calif.

**PATRIOT** (Vulcan Carriers), April 11 — Chairman **Ralph Gibbs**, Secretary **Rudolf Springat**, Educational Director **Lesley Cope**, Deck Delegate **Gene Dimmick**, Engine Delegate **John Wilson**, Steward Delegate **Gerald Kirtsey**. Chairman reported smooth sailing. Educational director urged members to donate to SPAD. Treasurer **Chris Jensen** noted \$762.90 in ship's fund. No beefs or disputed OT reported. Crew asked contracts department to explore possibility of company providing ship with enough money for draws when docking between payoffs. Members asked for details on war bonus. No mail received for two months. Galley gang thanked for fine food. Next port: Subic Bay, Philippines.

**PRIDE OF TEXAS** (Seahawk Management), April 8 — Chairman **Henry E. Jones**, Secretary **F. Robertson**, Educational Director **R. Lukacs**, Steward Delegate **Eddie Fisher**. Chairman announced payoff to take place April 10 in New Orleans. Educational director urged eligible crewmembers to upgrade at Piney Point. Treasurer listed \$210 in ship's fund. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine and steward delegates. Crewmembers had questions about signing foreign articles at time of payoff. Members noted air conditioning not working properly in rooms. Next port: New Orleans.

**PFC EUGENE OBREGON** (Waterman), April 21 — Chairman **E.A. Rihn**, Secretary **Patrick Helton**, Deck Delegate **Gary J. Rhyne**, Engine Delegate **Maximo Dising**, Steward Delegate **Albert L. Hendricks**. Chairman thanked everyone for smooth trip, said they needed to ask patrolman for clarification on sanitary duties of DEU. Secretary thanked deck and engine departments for cooperation. Educational director asked each crewmember to contribute two videotapes to ship's collection. No beefs or OT disputes reported. Crew thanked galley gang. Next port: Port Hueneme, Calif.

**RANGER** (Vuncan Carriers), April 15 — Chairman **Juan Castillo**, Secretary **Roger Linasan**, Educational Director **Randall Firestone**, Deck Delegate **Jim Delay**, Steward Delegate **Joanne Knight**. No beefs or disputed OT reported. Crew requested new washing machine.

**SEA-LAND ACHIEVER** (Sea-Land Service), April 14 — Chairman **John Bertolino**, Secretary **J. DeLise**, Deck Delegate **Joe Chiaramonte**, Engine Delegate **Robert Vance**. Chairman reported payoff due at next port, Elizabeth, N.J. Educational director urged upgrading at Lundeberg School. Deck and steward delegates reported disputed OT. No beefs or disputed OT reported by engine delegate. Crew requested additional laundry equipment.

**SEA-LAND ATLANTIC** (Sea-Land Service), April 1 — Chairman **W.C. Byrd**, Secretary **R. K. Ward**, Educational Director **J. Ashley**. Secretary noted TV antenna receiver needs repair. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck and engine delegates. Crew waiting for individual room refrigerators. Next port: Charleston, S.C.

**SEA-LAND CHALLENGER** (Sea-Land Service), April 14 — Chairman **Roy L. Williams**, Secretary **H.L. Scypes**, Educational Director **Dennis Baker**, Engine Delegate **Valentin Martinez**, Steward Delegate **Jessie Lee James**. Chairman requested patrolman at payoff in Elizabeth, N.J. Steward department thanked deck gang for cooking at Easter cookout. Crew thanked galley gang, especially Chief Cook **Jessie James**, for good food and hard work. Next port: Elizabeth.

**SEA-LAND CONSUMER** (Sea-Land Service), April 23 — Chairman **Raul Iglesias**, Secretary **Luis Iturrino**, Educational Director **Jack Davis**, Deck Delegate **Tom Gruber**. Chairman noted anyone onboard more than eight months needed to get off ship. Deck delegate reported disputed OT. No disputed OT reported by engine or steward delegates.

**SEA-LAND ENTERPRISE** (Sea-Land Service), April 28 — Chairman **Elex Cary Jr.**, Secretary **Louise Martin**. Chairman noted successful trip and good crew. Educational director reminded everyone to upgrade at Piney Point. No beefs or disputed OT reported.

**SEA-LAND EXPEDITION** (Sea-Land Service), April 7 — Chairman **Jimmy Hassan**, Secretary **E. Vazquez**, Educational Director **David Dukehart**, Steward Delegate **Barry Johnson**. Chairman noted everything running smoothly. He announced shipping rules reverted to pre-war status. No beefs or disputed OT reported.

**SEA-LAND EXPLORER** (Sea-Land Service), April 13 — Chairman **Ted A. Tolentino**, Secretary **Suhermadhy Ghani**, Educational Director **Robert E. Blackwell**, Deck Delegate **Jabez E. Pegg**, Engine Delegate **Theodore V. Hawkins**, Steward Delegate **Ruben Casin Jr.**. Chairman and secretary announced they will be leaving vessel for two-trip relief. No beefs or disputed OT reported. Crew thanked galley gang for good chow. Next port: Oakland, Calif.

**SEA-LAND EXPRESS** (Sea-Land Service), April 6 — Chairman **J.M. Ard**, Secretary **J.L. Johnson**, Educational Director **G. Jaramillo**. Chairman said trip went well and crew was thanked for keeping ship clean. No beefs or disputed OT reported. Crew reminded to upgrade at Piney Point. Steward department thanked for job well done.

**SEA-LAND FREEDOM** (Sea-Land Service), April 28 — Chairman **Robert Woods**, Secretary **Gene Sivley**, Educational Director **Ray Chapman**. Treasurer listed \$174 in ship's fund, turned in to chairman on April 28. No beefs or disputed OT reported. Crew wished **J. Owens** and **F. Timmons** happy retirement and good fishing! Next port: Tacoma, Wash.

**SEA-LAND HAWAII** (Sea-Land Service), April 9 — Chairman **Carroll**



Patrolman Aboard Cape Farewell Helps Settle Welfare Matter

Patrolman Anthony McQuay (right) helps Bosun Tom Walker (left) with a union welfare matter while OMU Wilbert Miles and AB Albert Hadley wait in line.

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## Pensioners

Continued from page 17



**OTILIO MARTINEZ**, 63, joined the Seafarers in 1977 in the port of San Juan, P.R. A native Puerto Rican, Boatman

Martinez sailed in the deck department. He lives in Santurce, P.R.

**DELMA E. POLK**, 62, joined the union in 1957 in the port of Houston. Born in Kennard, Texas, he shipped in the deck department and frequently upgraded at the Lundberg School. Boatman Polk resides in Kennard, Texas.



**ENRIQUE N. RIVERA**, 63, joined the Seafarers in 1976 in the port of San Juan, P.R. He shipped in the deck department. He

also served in the Coast Guard from 1946 until 1966. Boatman Rivera retired to Rio Piedras, P.R.

**ROBERT G. TAYLOR**, 56, joined the SIU in 1959 in the port of Philadelphia. A native of Virginia, Boatman Taylor now resides in Mathews, Va.



**HAMOUD ZAWKARI**, 65, joined the union in 1966 in the port of Buffalo. Born in Arabia, he shipped in the deck department. Boatman

Zawkari retired to Brooklyn, N.Y.

## GREAT LAKES

**JACK ALLEN**, 59, joined the SIU in 1958 in the port of Detroit. A native of St. Clair, Mich., he sailed in the deck department.



Brother Allen sailed as an AB wheelman primarily aboard Thomlison Fleet vessels. He became the Duluth (Minn.) port agent in 1971. When the Algonac (Mich.) union hall opened in 1980, Allen was named port agent there. He still calls St. Clair home.

## CORRECTION

An incorrect biography for deep sea pensioner Roy C. McCauley was published in last month's Seafarers LOG. The corrected sketch appears below.



**ROY C. McCAULEY**, 65, joined the Seafarers in 1970 in the port of Baltimore. The native of Alabama upgraded his engine

department rating to QMED in 1974 at the Lundberg School. Brother McCauley last sailed aboard the LNG Gemini. He has retired to Baltimore.



## Looking Forward to Retirement

Charles Corrente, pictured here with his wife, Rose, recently announced his retirement after sailing 40 years with the SIU. Corrente, a galley gang member, joined the union in 1951. While Brother Corrente may not be sailing in the future, he will keep up with Seafarers by talking to his son, Dave Heindel, who happens to be an SIU assistant vice president.



## Senator Samples Seafarer-Style Chow

On a recent inspection of APL's President Adams, Senator John Breaux (D-La.) (second from right) sampled the SIU galley gang's freshly-baked cookies. With Breaux are (from left) SIU San Francisco Port Agent Nick Celona, APL Vice President Gene Pentimonti, Chief Steward Allen Hollinger, Chief Cook A.J. Carpenter and GSU Burt Richardson.

## 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.



## Ships' Digests

Continued from page 20

**Heick**, Secretary **C. Modellas**, Deck Delegate **Larry R. Viola**, Engine Delegate **Steve Rollins**, Steward Delegate **Edmund Nicolas**. Chairman announced payoff on arrival in Long Beach, Calif. He urged members to apply to Lundeberg School for upgrading. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine and steward delegates. Crew requested new toaster and repair of hot water machine in crew's lounge. Crewmembers reminded to clean laundry room when finished and clean their rooms when signing off. Next port: Oakland, Calif.

**SEA-LAND INNOVATOR** (Sea-Land Service), April 14 — Chairman **Ken McGregor**, Secretary **R. Spencer**, Educational Director **M. Soldierer**, Deck Delegate **R. Clemente**, Engine Delegate **C. Barhati**, Steward Delegate **G. Bronson**. Chairman reminded crew of upcoming safety meeting. He said everything is running smoothly. Educational director urged members to donate to SPAD. No beefs or disputed OT reported. Crew requested new washer and dryer as well as liquid detergent for engine room washer. Next ports: Yokohama and Kobe, Japan; Pusan, South Korea and Hong Kong.

**SEA-LAND LIBERATOR** (Sea-Land Service), April 14 — Chairman **L.C. Cope**, Secretary **William Wroten**, Deck Delegate **Steve Kastel**, Engine Delegate **E. Ford**, Steward Delegate **A. Mugalli**. Chairman reported death of previous bosun, **M. J. Dutch Keffeer**, who suffered a heart attack while aboard vessel. He announced ship would be going on new run next voyage and said everything was progressing smoothly. Secretary noted reinstatement of pre-war shipping rules. Educational director reminded members to contribute to SPAD. Deck department expressed regret at loss of Brother Keffeer. No beefs or disputed OT reported. Galley gang thanked for good food. Crew requested repair or replacement of crew mess refrigerator. Next port: Long Beach, Calif.

**SEA-LAND PACIFIC** (Sea-Land Service), April 7 — Chairman **Oscar Wiley**, Secretary **Don Spangler**, Steward Delegate **Bernhard Rombach**. Secretary announced voyage was smooth with good crew aboard. Treasurer listed \$26 in ship's fund. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck and engine delegates. Crew received copies of Seafarers LOG. Members reminded to leave rooms clean with fresh set of linens when signing off. Next port: Long Beach, Calif.

**SEA-LAND PERFORMANCE** (Sea-Land Service), April 30 — Chairman **Robert Newby**, Secretary **Edward Porter**, Educational Director **Paul Thomas**. No beefs or disputed OT reported.

**SEA-LAND PRODUCER** (Sea-Land Service), April 20 — Chairman **B. O'Hanlon**, Secretary **Jennifer Jim**, Deck Delegate **George Fries**. Treasurer announced \$30 in crew fund. No beefs or disputed OT reported. Crew thanked for keeping decks well maintained. Galley gang thanked for good service. Next port: Oakland, Calif.

**SEA-LAND QUALITY** (Sea-Land Service), April 17 — Chairman **Calvin James**, Secretary **Joseph Bennett**, Educational Director **J. Walsh**, Deck Delegate **Charles Quales**, Steward Delegate **Bert Winfield**. Chairman announced ship received notice from headquarters concerning old shipping rules and was expecting clarification on payoff. Secretary thanked crew and galley gang for co-operation. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew suggested two washers be used, one for work clothes and one for good clothes. Crew gave vote of thanks to steward department. Next port: Houston.

**SEA-LAND RELIANCE** (Sea-Land Service), April 6 — Chairman **George Bradley**, Secretary **L. Rene**, Educational Director **Ron Belcher**. Chairman announced payoff set for April 8 in Long Beach, Calif. Secretary and treasurer noted \$18.61 left in ship's fund after purchase of movies and weight lifting equipment. Educational director urged eligible crewmembers to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew notified of change in shipping rules to pre-war status.

**SEA-LAND SPIRIT** (Sea-Land Service), April 21 — Chairman **William Lough**, Secretary and Treasurer **Roscoe Williams**, Educational Director **Jim Williams**, Deck Delegate **Tyrone Berry**, Engine Delegate **Cliff Miles**, Steward Delegate **Richard Casuga**. Chairman commended ship and crew and announced upcoming ports. Secretary reported work being done on decks and passageways. Treasurer announced funds given to Bosun **John Shoenstein** to tape new movies which will be brought onboard in Oakland, Calif. He listed \$275 in ship's fund and \$121 in BBQ fund, crew looking for reasonably priced grill. No beefs or disputed OT reported. Crew noted all requests for time off should be documented properly. Crew still waiting for new washing machine; has received new radio, tape and CD player. Steward's mixing box needs repair. Crew thanked galley gang for job well done. Next port: Long Beach, Calif.

**SEA-LAND TACOMA** (Sea-Land Service), April 4 — Chairman **E. Cain**, Secretary **L. Lightfoot**, Educational Director **R. Clock**, Engine Delegate **G. L. Ackley**, Steward Delegate **Richard Garcia**. Chairman announced payoff in Tacoma, Wash. on arrival. Secretary told crew all union and plans applications are available aboard vessel. Educational director asked members to report any electrical problems. No beefs or disputed OT reported. Members asked to empty ashtrays after use. March Seafarers LOG received by crew. Steward department received vote of thanks for fine meals prepared during voyage. Next port: Tacoma.

**SEALIFT ANTARCTIC** (IMC), April 14 — Chairman **Robert Saylor**, Secretary **Sharon Ortiz**, Educational Director **K. Pennewell**, Engine Delegate **Douglas L. Johnson**. Chairman reported ship passed Coast Guard inspection; Coast Guard was impressed by cooperation of all crewmembers and willingness to participate. He announced vote of thanks to galley gang. Treasurer listed \$150 in ship fund. No beefs or disputed OT reported. Steward delegate said shipping companies should provide sugar-free products for diabetic crewmembers, asked steward to order them. Ship currently has one diabetic onboard. Crew noted everyone should be courteous with other members' clothes left in laundry facilities. Next port: San Diego, Calif.

**SEALIFT INDIAN OCEAN** (IMC), April 28 — Chairman **David Clement**. Chairman reported no money in movie fund, asked for patrolman at Piney Point. Educational director urged upgrading at Lundeberg School. No beefs or disputed OT reported. Crew announced shortage of equipment and reported faulty gas meter.

**SUGAR ISLANDER** (Pacific Gulf Marine), April 4 — Chairman **W.L. Davis**, Secretary **M.K. Mueller**, Educational Director **C.C. Hall**. Chairman noted everything running okay. Educational director urged eligible crewmembers to upgrade at Piney Point. No beefs or disputed OT reported.

**ULTRASEA** (American Maritime), April 14 — Chairman **Carlos Spina**, Secretary **Robert Kennedy**, Educational Director **Joseph Trauth**, Deck Delegate **A. Martinez**, Steward Delegate **Rudolph Xatruch**. Chairman announced upcoming port of Alexandria, Egypt. Secretary urged everyone to keep rec room clean and properly dispose of trash. Treasurer listed \$125 in ship's fund and \$25 donation for new micro-

wave oven. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew asked that noise be minimized in passageways, as off-watch members are sleeping.

**USNS ALTAIR** (Bay Tankers), April 9 — Chairman **Arthur Benner**, Secretary **Robert Snyder**, Educational Director **C.J. Brown**, Engine Delegate **Dan Smith**. Deck delegate reported questions regarding OT and a beef. Engine delegate reported beef over crewmember's unexplained removal from engine room. Steward delegate reported no beefs or disputed OT. Crew noted general dissatisfaction among its members. Crew has had same 12 movies for 47 days. It ex-



## A Farewell Briefing

Cape Farewell crewmembers receive a briefing from SIU representatives before the ship sails to the Persian Gulf.

tended thanks to steward department for galley cleanliness. Next port: Savannah, Ga.

**USNS CHAUVENET** (Marship Operators), April 2 — Chairman **Jeff Focardi**, Secretary **Vicki Barnhart**, Educational Director **Al Matos**, Engine Delegate **Dave Hooper**, Steward Delegate **Alfonso Dixon**. Chairman announced war bonuses expected, asked everyone to help separate trash and handed out repair lists. Ship will trade movies with USNS Harkness. Secretary informed crewmembers they must purchase own coveralls in port. Educational director reminded everyone of upcoming safety inspection, said ship still had not received educational literature. Treasurer listed \$514.55 in ship's fund, said none would be spent until amount topped \$1,000. No beefs or disputed OT reported. Letter from SIU was read, crew says thanks for reply. Crew noted ice box, ice makers and juice machines all need repair, said everyone should pitch in to keep ship clean. Crew lounge furniture in poor condition. Next port: Dubai.

**USNS DENEbola** (Bay Tankers), April 20 — Chairman **Ed Kostha**, Secretary **Micky Earhart**, Educational Director **Erik Hoag**, Deck Delegate **Dickie Brinkley**, Engine Delegate **Bill Nathan**, Steward Delegate **Richard Collins**. No beefs or OT disputed OT reported. Crew discussed problems with contract and upcoming safety week. Crew requested VCR and TV replacement, thanked galley gang for a good job.

**USNS REGULUS** (Bay Tankers), April 14 — Chairman **Gregory Silvero**, Secretary **George Quinn**, Educational Director **Olifidio J. Esquivel Jr.**, Deck Delegate **Marion Roper**, Engine Delegate **Daniel Wagner**, Steward Delegate **Lawrence James**. Educational director encouraged everyone to upgrade at Lundeberg School. Treasurer listed \$200 in ship's fund. No beefs or disputed OT reported. Crew gave vote of thanks to steward department.

**AMERICAN HERITAGE** (Apex Marine), May 12 — Chairman **Clyde Smith Jr.**, Secretary **Gerhard Schwarz**, Educational Director **M.W. Roberson**, Deck Delegate **Mario Romero**, Engine Delegate **Kevin Quinlan**, Steward Delegate **Robert K. Firth**. Chairman reported water faucets repaired, said all seamen aboard during trip to Persian Gulf were good SIU sailors. No beefs or disputed OT reported. Crew thanked Gerhard

Schwarz for homemade pastries, Robert Firth for homemade soup and GSUs **William Bergen** and **Alonzo Belcher** for good work.

**CAPE BLANCO** (American President Lines), May 17 — Secretary **H. M. Davis**. Treasurer reported \$1000 in ship's fund. No beefs or disputed OT reported. Crew thanked SUP for outstanding job on galley repairs. Next port: Jacksonville, Fla.

**CAPE MAY** (OMI Corp.), May 12 — Chairman **Dan Marcus**, Secretary **David Alexander**, Educational Director **C. Shephard**, Deck Delegate **Edwin Rivera**, Engine Delegate **R.R. Bunch**, Steward Delegate **Scott Owens**. Chair-

man thanked crew for fine job, announced payoff date and time. Secretary reported stores in poor shape. Educational director encouraged everyone to upgrade at Lundeberg School. Treasurer listed \$150 in ship's fund. No beefs or disputed OT reported by deck or engine delegates. Steward delegate reported disputed OT. Next port: Wilmington, N.C.

**DEL VALLE** (OMI Corp.), May 12 — Chairman **Stephen Argay**, Secretary **Mohamed Abdelfattah**, Educational Director **T. Marten**, Deck Delegate **Claude Gordon**, Engine Delegate **Guadalupe Garza**, Steward Delegate **Keith Mays**. Chairman thanked captain for his behavior toward crew. He asked crewmembers scheduled for departure to clean rooms. No beefs or disputed OT reported. OS **Michael Morgan** thanked chairman for his helpfulness with beginners.

**GOPHER STATE** (IOM), May 12 — Chairman **J. Stout**, Secretary **R. Malozi**, Educational Director **B. Friske**, Deck Delegate **J. Dickens**, Steward Delegate **R. Lang**. Chairman reported captain announced upcoming payoff. Secretary reported problem with quantity of food stores ordered. Will re-stock thoroughly in Jacksonville, Fla. for upcoming voyage. Treasurer listed \$106 remaining in ship's fund after purchasing \$144 worth of fresh shrimp. No beefs or disputed OT reported. Crew said new dryer needs to be moved from forward to aft house. Crew observed one minute of silence in memory of departed brother and sisters. Crew said after six months in gulf, including restriction to ship and unavailability of most American food, they are glad to head for Jacksonville and a well-deserved vacation.

**GULF TRADER** (All Marine Services), May 3 — Chairman **Sal Sbriglio**, Secretary **Christopher Mosley**, Educational Director **Dennis Claiborn**, Deck Delegate **John Lafavour**, Engine Delegate **Leslie Gallo**, Steward Delegate **John Collins**. Chairman reported SIU mail opened and distributed before he sees it. Educational director urged newer members to upgrade at Piney Point. No beefs or disputed OT reported. Crew requested new washing machine, VCR, games and microwave oven. The crewmembers also asked for van service to airport for departing crewmembers. Inquired about getting national newspaper from radio operator in order to stay informed. Next port: Houston.



## Kocak Seafarer Compares Experiences of Three Wars

Having sailed during the Korean and Vietnam wars, SIU member **Milton J. Phelps** found Operation Desert Storm generally "less threatening" by comparison.

Phelps, who joined the Seafarers in 1947 in the port of New Orleans, spent more than four months in the Persian Gulf on-board the SIU-crewed Sgt. Matej Kocak, a Waterman Steamship vessel.

"It wasn't really all that scary, but carrying the gas masks was kind of frightening," Steward/Baker Phelps recently told a reporter from the Seafarers LOG. "Hussein killed his own people, so we knew he wouldn't hesitate to get rid of anyone else. In that sense, this conflict was scarier than Korea or Vietnam. Hussein is crazy, like a Hitler."

Phelps noted the Sgt. Matej Kocak was constantly near U.S. military ships during Operation Desert Storm. This provided, to some degree, a sense of security Phelps never enjoyed in Korea or Vietnam.

One of the major differences between Desert Storm and other wars was media coverage. Unlike the days when military-issued newsreels would relate month-old information, the Persian Gulf War featured scoreboard-like, around-the-clock updates for anyone with access to a television or radio.



SIU crewmember Milton Phelps takes in the view from atop a captured Iraqi tank.

"This was like a TV war," said Phelps, 61. "We had CNN on the ship, so we kept up to date."

Phelps, who recently sent the accompanying photographs to the LOG, commended the efforts of all Kocak crewmembers. "I'd like to make special mention of Chief Cook **Lonnie Gamble** and Assistant Cook **Tony Prizmik**," he said. "They were outstanding, and they made my job easy. We had up to 260 people on the ship and we accommodated them without a glitch."

Other Seafarers serving on-board the Sgt. Matej Kocak were Bosun **Angelo Urti**; ABs **David Cutchins**, **Michael Duggan**, **Hansel Smith**, **Todd Bright**, **Bartow Bridges** and **Lloyd Ayers**; Chief Electrician **Donald Peterson**; QMEDs **Robert Hines**, **Michael Tremper** and **Richard Belletty**; DEU **Brian Monner-**



ABs Bart Bridges (left) and Michael Duggan seem dwarfed by the giant lines aboard the deck of the Kocak.

jahn; SAs **Gilberto Bonitto**, **Carter Lee**, **Allen Hendricks** and **Miguel Castro**; and Asst. Cook **Robert Seim**.



Galley gang members Lonnie Gamble (left) and Tony Prizmik relax onboard the Sgt. Matej Kocak.



Taking a breather are, from left, DEU Brian Monnerjahn, Bendix Chuck Laba, AB Michael Duggan, Bosun Angelo Urti, AB David Cutchins and Chief Electrician Donald Peterson.

## Summer Is Here — Where Are You?

Time is running out for those just starting to make summer vacation plans. But SIU members and their families need look no further than the Seafarers Training & Recreation Center in Piney Point, Md., part of the SIU's Harry Lundeborg School of Seamanship.

### A Great Deal!

A vacation stay at the Lundeborg 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.

And for that price, the vacationer can enjoy comfortable accommodations, use of the school's recreational activities

(including fishing, boating, tennis, swimming, exercise room, sauna), three square meals each day, and a base from which to take day trips. A popular spot for many sons and daughters of vacationing Seafarers is the school's own arts and crafts center.

Piney Point is located in St. Mary's County—not far from a number of landmarks. In the vicinity of southern Maryland and Washington D.C. alone are many historical sites and museums celebrating many of the nation's traditions and early ways of life.

Since a vacation stay at the school is limited to two weeks per family, now is the time to make arrangements. Call (301) 994-0010 to make quick reservations, or send the completed application form to Seafarers Training & Recreation Center, Piney Point, MD 20674.

### SEAFARERS TRAINING & RECREATION CENTER Reservation Information

7/91

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: \_\_\_\_\_

### Personals

#### Luther James Tate

Please contact Jane Bagnano at 2119 Aldrin Drive, #1-A, Ocean Township, N.J. 07712

#### Charlie Durden

Please contact ordinary seaman Jimmy Durden II at 404 Abby Road, Peachtree City, Georgia 30269.

### Corrections

Gustavus Adolphus College of Minnesota was listed incorrectly as being in Maryland in a story announcing the SIU scholarship winners on page 2 of the June 1991 Seafarers LOG.

AB Roderick Michael Orme accidentally was left off the crew's list of the Cape Ann in a story on page 11 of the June 1991 Seafarers LOG.



# Lundeberg School Graduates Ten Classes



**Trainee Lifeboat Class 474**—Graduating from trainee lifeboat class 474 are (from left, kneeling) Shane Blechle, Jeff Viands, Brian Olsen, Daniel Roderick, Brian Bates, Moses Rosario, (second row) Jim Brown (instructor), Jeff Madill, John Fulmer, Fabian Urias, Christopher McKinney, Gerald Stewart, Daniel Krause, Eric Diggs, Scotty Greenlee, Robert Muscato, (third row) Richard Pumphrey, Aleksander Turko, Joey Vickers, Neal Peart, Steve Bowmer, Mark Weaver, Daniel Blackwell and Daryl Long.



**Trainee Lifeboat Class 475**—Recently completing the course requirements for graduation from trainee lifeboat class 475 are (from left, kneeling) Jon Eipp, Eric Barron, Jack Boudreaux, Eddie Rembert, Dave Frantz, Royer Sharp, Lydell Grant, Ernesto Pelicas, (second row) Robert O'Connell Jr., Thomas Taber Jr., Robert Whitaker, Jeff Lichtenwalter, Anthony Register, A.J. Eastman, Derrick Crummy, Howard Hendra Jr., Hector Rivera Jr., Anthony Smith and David Decker.



**Fireman, Oiler, Watertender**—Working their way up the engine department ratings are (from left, kneeling) Ralph Hendershot, John Parkhurst, George Montgomery, Jason Fields, John Kelly, George Tonge, (second row) Jim Nugent, Joe Spell II, Spencer Smith, Joe Richardson, Greg Eastwood, Michael Parker, James Ham, (third row) Steve Cunningham, Peter Gerstenberger, James Beatty, Robert Dennis Jr., John Wiegman (instructor), Sean Sullivan, (fourth row) Dan Vazquez, Jeffrey Sutton Sr. and Joseph Letang. Not pictured is Aaron Well.



**Oil Spill Emergency Containment & Cleanup**—Completing the course of instruction on how to contain and clean up an oil spill emergency, including classroom, laboratory and on-the-job training, are (from left, front row) Edward Rynberg, Knolly Wiltshire, Robert Rimmel, David Aud, (second row) DiMarke Shoulders, Elgin Thompson, Michael Joyner, (third row) Drew Brown, Stephen Votta, Thomas Pruitt and Casey Taylor (instructor).



**Upgraders Lifeboat**—Receiving their lifeboat training certificates from the Lundeberg School on May 8 are (from left, kneeling) Ben Cusic (instructor), Kathy Ann Chester, Scott Heginbotham, Mark Knapp, Edward Aperto, (second row) Armeninual Thomas, George Marions, Abraham Murray, J.P. Rouyea, Terry Hosein, Nathan Collins, (third row) Abdo Shayll Ali, Scott Palen, Romeo Enriquez and Garard McCarthy.



**Upgraders Lifeboat**—Completing the course of study leading to a training certificate in the upgraders lifeboat class of May 20 are (from left) Jim Moore (instructor), Jose Lopez, Jeannie McCracklen, John Atkinson, William McNeely Jr., Cyril Jenkins and Amadou Niang.



**Upgraders Lifeboat**—Certificates of training were received by the June 5 class of upgraders. They are (from left) Robert Walker, Antonio Centeno, Ahmed Muthana and Ron Raykowski (instructor).



**Marine Electrical Maintenance**—This course leading to a certificate was completed by (from left, front row) Rush Ingram, Mike Wells, John Cronan, (second row) Steve Roberts, Mike LasDulce, George Lindsay and Mike Stearman. Not pictured: Mike Powell.



**Pumproom Maintenance**—This seven-week course was completed by (from left, kneeling) San Anthony Negrón, Kenny Hanson, Ken Stratton, Phil Parent, (second row) Jim Schaffer (instructor), Fred Vogler, John Smith, Son Busly, Scott Speedy and Bett Lamers.



**Celestial Navigation**—Upgrading members of the deck department completing the five-week celestial navigation course are (from left) William Travis, Richard Cavalier, Jake Karaczynski (instructor), Steven Mitchell and Frank Hedge.



# Final Departures

## DEEP SEA

### ALBERT AHIN

Albert Ahin, 64, passed away March 7. He was born in Hawaii and joined the SIU in 1962 in the port of San Francisco. Brother Ahin, a member of the deck department, last sailed onboard the Sea-Land Patriot. His remains were scattered at sea.

### CARMELO ANDREW



Pensioner Carmelo Andrew, 92, died as a result of heart failure April 14. Born in

Puerto Rico, he joined the Seafarers in 1940 in the port of New York. Brother Andrew sailed in the engine department. He retired in 1965 and is survived by his wife, Guarina.

### ANDREW BICKFORD

Pensioner Andrew Bickford, 83, died March 4 of respiratory failure, one day before his birthday. Born in Washington, he joined the Marine Cooks and Stewards in 1945 in the port of San Francisco. Brother Bickford started collecting his pension in October 1971, before the union merged with the AGLIWD. He was buried in Willamette National Cemetery in Portland, Ore.

### LESTER BORGES



Pensioner Lester Borges, 63, passed away May 5 as a result of lung cancer.

A native of Hawaii, he joined the union in 1951 in the port of San Francisco. Brother Borges, who shipped in the engine department, began collecting his pension in January 1991. He was buried in Woodlawn Memorial Park in Colma, Calif.

### KENNETH BOWMAN

Pensioner Kenneth Bowman, 57, died May 9. He joined the SIU in 1966 in the port of New York. A native of Wisconsin, Brother Bowman sailed in the steward department and retired in March 1986. He was buried in White Plains (N.Y.) Rural Cemetery.

### CHARLES H. BRAMBLE

Bosun Charles Bramble, 66, died May 2 aboard the Sea-Land Newark Bay. Born in Pennsylvania, Brother Bramble joined the union in the port of Baltimore in 1951. He completed bosun recertification at the Lundeberg School in August 1984.

### WILLIAM CALEFATO



Pensioner William Calefato, 74, passed away May 20. The na-

tive of New York joined the Seafarers in 1951 in the port of New York. Brother Calefato shipped in the black-gang. He started collecting his pension in October 1981.

### JAMES CHEE CHIN



Pensioner James Chee Chin, 75, passed away April 20 due to heart dis-

ease. A native of China, he joined the Marine Cooks and Stewards in 1968 in the port of San Francisco. Brother Chin started drawing his pension in April 1981, after the union merged with the AGLIWD.

### HENRY CLAY

Pensioner Henry Clay, 81, died of respiratory failure April 12. The New Road, La. native joined the Marine Cooks and Stewards in 1945. He retired in June 1973, before MCS merged with the AGLIWD. Brother Clay was buried in Willamette National Cemetery in Portland, Ore.

### MAURICE CULP

Pensioner Maurice Culp, 75, died April 28. Born in Pennsylvania, he joined the SIU in 1946 in the port of Philadelphia. Brother Culp sailed as a chief cook. He retired in 1986.

### JOHN M. DAIGLE



Pensioner John M. Daigle, 70, passed away April 11 as a result of heart

disease. A native of Louisiana, Brother Daigle retired in 1987. He was buried in the Garden of Gethesmane Cemetery in Houston.

### KEVIN DAUGHTRY



Kevin Daughtry, 26, drowned May 11. He was born in Portsmouth,

Va. and joined the union in 1984 at Piney Point. Brother Daughtry shipped in the engine department. He was an active member at the time of his death.

### JOSEPH M. DUFFY

Pensioner Joseph M. Duffy, 72, passed away May 11 as a result of liver failure. Born in Brooklyn, he joined the Seafarers in 1952 in the port of New York. Brother Duffy shipped in the deck department and started collecting his pension in October 1983. He was buried in Town of Catskill (N.Y.) Cemetery.

### CALVIN FRAZIER

Calvin Frazier, 38, passed away May 29. The Alabama native joined the SIU in 1971 in the port of New York.

Brother Frazier sailed in the galley gang. He last shipped in 1985.

### ANDERS I. ELLINGSEN



Pensioner Anders I. Ellingsen, 77, died of heart failure April 16. A native of Nor-

way, he joined the SIU in 1947 in the port of Wilmington, Calif. Brother Ellingsen shipped as a chief electrician. He started collecting his pension in June 1974. He was buried in the Seafarers Haven Cemetery in Valley Lee, Md.

### WILLIAM L. GIBBS

Pensioner William L. Gibbs, 69, lost his battle against cancer May 2. Born in Maryland, he joined the Marine Cooks and Stewards in 1944 in the port of Baltimore. Brother Gibbs retired in 1984, after the union merged with the AGLIWD. He last sailed aboard the Sea-Land Pacer.

### ROBERTO HANNIBAL

Pensioner Roberto Hannibal, 68, passed away May 14. He was born in Puerto Rico and joined the Seafarers in 1944 in the port of Norfolk, Va. Brother Hannibal sailed in the steward department. He began collecting his pension in July 1983.

### JIMMIE M. HELFER



Pensioner Jimmie M. Helfer, 67, died March 2 as a result of heart disease.

A native of Hampton, Tenn., he joined the union in 1959 in the port of Baltimore. Brother Helfer shipped in the engine department. He retired in 1984.

### CLIFTON JORDAN



Pensioner Clifton Jordan, 66, succumbed to lung cancer May 26. Born in

Mississippi, he joined the SIU in 1945 in the port of Philadelphia. Brother Jordan, a bosun, began collecting his pension in January 1988.

### EVELYN P. KISH

Pensioner Evelyn P. Kish, 75, passed away February 17. Born in Indiana, she joined the Marine Cooks and Stewards in 1959. Sister Kish began collecting her pension in December 1974, before the union merged with the AGLIWD.

### GEORGE S. LOWE



Pensioner George S. Lowe, 69, died May 2. The Maryland native

joined the SIU in 1944 in the port of New York. He shipped in the deck department. Brother Lowe retired in 1984.

### THEODORE J. MACRIDES

Pensioner Theodore J. Macrides, 86, died of cancer April 17. Born in Turkey, he joined the Marine Cooks and Stewards in 1945 in the port of San Francisco. Brother Macrides started collecting his pension in October 1970, before the union merged with the AGLIWD. He is survived by his wife, Calliope.

### FRANKLIN O. MILLER



Pensioner Franklin O. Miller, 80, died April 17. Born in California, he joined the

union in 1962 in the port of San Francisco. Brother Miller shipped in the engine department until he retired in 1980. He is survived by his wife, Nancy.

### LEROY MOBLEY

Pensioner Leroy Mobley, 75, passed away March 7 as a result of kidney failure. A native of South Carolina, he joined the Marine Cooks and Stewards in 1960 and retired in 1977, one year before it merged with the AGLIWD.

### AUERLIO C. MOLINA



Pensioner Auerlio C. Molina, 73, passed away April 29. Born in

Honduras, he joined the Marine Cooks and Stewards in 1952 in the port of New York. Brother Molina began receiving his pension in March 1980, after the MCS merged with the AGLIWD.

### HARRY MONAHAN



Pensioner Harry Monahan, 62, died December 12 as a result of heart failure. A na-

tive of Jersey City, N.J., he joined the SIU in 1945 in the port of New York. Brother Monahan sailed in the deck department and retired in 1977. He is survived by his wife, Otilie, three children and eight grandchildren.

### POTENCIANO PACULBA



Pensioner Potenciano Paculba, 81, passed away March 18 due to cardiac ar-

rest. He was born in the Philippine Islands and joined the SIU in 1952 in the port of New Orleans. Brother Paculba shipped

in the steward department. He started receiving his pension in January 1975.

### RODRIGO I. PELAYO



Pensioner Rodrigo I. Pelayo, 86, passed away November 13. A na-

tive of the Philippines, he joined the union in 1945 in the port of New York. Brother Pelayo sailed as a member of the galley gang. He retired in June 1970.

### FRANCISCO RIVERA



Pensioner Francisco Rivera, 73, died March 10. Born in Honduras, he joined the

Seafarers in 1973 in the port of New Orleans. Brother Rivera shipped in the steward department. He started receiving his pension in April 1983.

### GEORGE ROMANO



Pensioner George Romano, 88, passed away March 8 due to heart fail-

ure. The native of Alabama joined the SIU as a charter member in 1938 in the port of Mobile, Ala. Brother Romano sailed in the steward department. He retired in August 1968. Brother Romano was buried in Mobile Memorial Gardens.

### JOHN SIMMONS

Pensioner John Simmons, 63, died May 24. Born in Texas, he joined the Marine Cooks and Stewards in 1954 in the port of Portland, Ore. Brother Simmons started receiving his pension in January 1989, after the MCS merged with the AGLIWD.

### GEORGE SPILIOTIS

Pensioner George Spiliotis, 80, succumbed to cancer April 21. A native of Greece, he joined the SIU in 1956 in the port of New York. Brother Spiliotis sailed in the engine department. He retired in December 1974.

### JULIUS THRASHER JR.



Pensioner Julius Thrasher Jr., 69, passed away April 30 due to cardiac ar-

rest. The South Carolina native joined the Seafarers in 1943 in the port of New York. Brother Thrasher sailed in the deck department until he retired in April 1984. He was buried in

Continued on page 26



## Final Departures

Continued from page 25

the National Cemetery in Pineville, La.

### JOSEPH G. VACCARO

Pensioner Joseph G. Vaccaro, 88, died May 2 due to heart failure. He joined the SIU in 1949 in the port of New Orleans, his native city. Brother Vaccaro shipped in the steward department. He began receiving his pension in April 1968. Brother Vaccaro is survived by his wife, Virginia.

### ERNESTO A. VALDEZ



Pensioner Ernesto A. Valdez, 75, passed away May 10 as a result of cardiac

arrest. Born in Puerto Rico, he joined the union in 1944 in the port of New York. Brother Valdez shipped in the galley gang until his retirement in February 1981. He is survived by his wife, Florentina.

### PETER VANICEK

Peter Vanicek, 54, died May 17. A native of Austria, he joined the SIU in 1973 in the port of San Francisco. Brother Vanicek sailed in the steward department. He was an active member at the time of his death.

### MURRY WILKERSON

Pensioner Murry Wilkerson, 65, passed away May 8. He was born in Alabama and joined the Seafarers in 1945 in the port of Mobile, Ala. Brother Wilkerson shipped in the galley gang. He last sailed in 1983 onboard the Stonewall Jackson and started receiving his pension in January 1984.

### YNEZ YNIGUEZ

Pensioner Ynez Yniguez, 80, died April 7 due to cardiac arrest. The native of Mexico was a member of the Marine Cooks and Stewards and sailed as a chief steward. Brother Yniguez began collecting his pension in July 1974, before the MCS merged with the AGLIWD. He is survived by his wife, Wilhelmina.

## INLAND

### WILFRED BELLMORE



Pensioner Wilfred Bellmore, 75, suffered a fatal heart attack April 16. He was

born in Portland, Maine and joined the union in 1966 in the port of Mobile, Ala. Boatman Bellmore shipped as a cook and retired in March 1983. He is survived by his wife, Rosie.

### HORACE BUZBEE

Pensioner Horace Buzbee, 63, passed away May 26. The Alabama native joined the Seafarers in 1971 in the port of Mobile, Ala. Boatman Buzbee, a Korean War veteran, shipped in the deck department. He

began collecting his pension in August 1990.

### JOHN S. HUDGINS

Pensioner John S. Hudgins, 75, lost his battle with cancer May 5. Born in Virginia, he joined the union in 1962 in the port of Norfolk. Boatman Hudgins retired from his deck department duties in August 1982. He was buried in St. Paul Cemetery in Susan, Va., and is survived by his wife, Thelma.

### WILBERT D. GOODWIN



Pensioner Wilbert D. Goodwin, 77, passed away April 21 as a result of heart

failure. Born in North Carolina, he joined the union in 1953 in the port of Norfolk, Va. Boatman Goodwin shipped in the deck department until he retired in August 1977. He was buried in Cedar Island (N.C.) Community Cemetery.

### GEORGE KENEDAY

George Keneday, 80, died January 12. He joined the union in 1951 in his native New Orleans. Boatman Keneday shipped in the deck department, and he last sailed in 1971. He was buried in Greenwood Cemetery in New Orleans.

### PHIL MACKLIN

Phil Macklin, 42, passed away January 13. A native of Missouri, he joined the Seafarers in 1978 in the port of St. Louis. Boatman Macklin shipped in the deck department. He last sailed in 1981.

### WILLIAM MILCHING



Pensioner William Milching, 72, passed away May 20 as a result of lung

cancer. A native of Maryland, he joined the SIU in 1956 in the port of Baltimore. Boatman Milching shipped in the deck department until he retired in August 1981. He was buried in Baltimore's Parkwood Cemetery. He is survived by his wife, Elizabeth.

### GENE PARKS

Gene Parks, 51, died April 27. The native of Virginia joined the Seafarers in 1969 in the port of Norfolk, Va. He sailed in the deck department and is survived by his wife, Mina. Boatman Parks last shipped in August 1984.

## GREAT LAKES

### CARL BROWN

Carl Brown, 49, passed away May 8. He was born in Detroit

and joined the Seafarers in 1976 in that port. Brother Brown sailed in the deck department. He was an active member at the time of his death.

### JACK A. HAAVISTO



Pensioner Jack A. Haavisto, 78, died of natural causes May 3. A native of Minne-

sota, he joined the union in 1959 in the port of Detroit. Boatman Haavisto shipped in the engine department until he retired in April 1981. He was buried in Sunrise Memorial Park in Duluth, Minn.

### GERALD F. SCOTT

Pensioner Gerald F. Scott, 67, passed away January 10. The Cleveland native joined the union in 1957 in the port of Buffalo, N.Y. He shipped in the engine department and retired in November 1985. Brother Scott was buried in Calvary Cemetery in Cleveland.

### ALI R. YAFAI

Ali R. Yafai, 61, succumbed to cancer May 14. Born in Arabia, he joined the SIU in 1967 in the port of Detroit. Brother Yafai sailed in the deck department.

## RAILROAD MARINE

### JACOB HELLESTO



Pensioner Jacob Hellesto, 90, passed away due to cancer May 23. A native

of Norway, he joined the SIU in 1960 in the port of New York. Brother Hellesto began receiving his pension in 1965. He was buried in Memorial Gardens in Beverly Hills, Fla. He is survived by his wife, Alice.

## CORRECTION

### ROQUE R. MACARAEG



Pensioner Roque R. Macaraeg's name was mis-

spelled in last month's Final Departures page in the Seafarers LOG. Brother Macaraeg began receiving his pension in November 1985 and is survived by his wife, Lorraine.

# National Archives Provides Additional Information To Help Seafarers Verify WWII Service for Benefits

In order to obtain veterans' benefits, many merchant seamen who served during World War II have written to the National Archives for copies of logbooks for use in verifying their wartime service (see Seafarers LOG, March 1990, page 26; May 1990, page 25).

In addition, the National Archives has informed the Seafarers LOG of several new possible sources of information to assist former seamen in obtaining the documentation they need in order to qualify for veterans' benefits.

## First Point of Contact

The United States Coast Guard has set up a special unit to assist former merchant seamen to obtain evidence of wartime service. This unit should be the *first* point of contact for former seamen. Requests should be sent to:

Commandant (G-MVP:1/12)  
United States Coast Guard  
2100 2nd Street, S.W.  
Washington, D.C. 10593-0001

Include with the request any copies of documents which could help verify service, along with Form DD 2168, "Application For Discharge of Member or Survivor of Member of Group Certified To Have Performed Active Duty with the Armed Forces of the United States."

If the Coast Guard cannot locate evidence of service in its records, then the logbooks held by the National Archives regional archives may be the next best source of verification. Requests for copies of merchant vessel logbooks should be addressed to the director of the National Archives regional archives which holds logbooks for the port at which the individual's vessel ended its voyage. (See the May 1990 Seafarers LOG for the ports of voyage termination and the corresponding regional archives center.)

## Other Sources of Information

If service was performed on a vessel operated by:

### ARMY TRANSPORT SERVICE — Send DD Form 2168 to:

Commander  
U.S. Army Reserve Personnel Center  
(PAS-EN)  
9700 Page Boulevard  
St. Louis, MO 63132-5200

### NAVAL TRANSPORTATION SERVICE — Send DD Form 2168 to:

Naval Military Personnel Command  
(NMPC-3)  
Navy Department  
Washington, D.C. 20370-5300

If the veteran is uncertain as to the port where the voyage ended, the Naval Historical center has Vessel Movement Cards of the 10th Fleet which was in charge of convoys and routing during WWII. These cards can provide dates, ports of arrival and departure and convoy numbers for most American and some foreign-registered vessels. Requestors must provide the Center with the full name of the vessel and approximate dates of the voyage. Write to:

Operational Archives  
Naval Historical Center  
Building 57  
Washington Navy Yard  
Washington, D.C. 20374-0571

Convoy operations for North Russia and in the Mediterranean Sea were under Royal Navy control. Information concerning convoy numbers may be obtained by writing to:

Public Records Office  
Ruskin Avenue  
Kew, Richmond  
Surrey, TW9 4DU, England

Medical information on merchant seamen treated at U.S. Public Health Service Hospitals (former Marine Hospitals) may also be available. Requests should include name seaman used as a patient, date of birth, Social Security Number, Z-Card Number, location of hospital and approximate date and kind of treatment. Write to:

PHS Data Center  
GWL Hansen's Disease Center

Carville, LA 70721  
Attn: Director

Files on awards and decorations granted to merchant seamen may contain information about the basis for which the medal or award was given. Requests for information should include full name of seaman, Coast Guard Z-Card or Book Number and WWII home address. Write to:

U.S. Department of Transportation  
Maritime Administration, MAR 250  
Office of Maritime Labor & Training  
400 Seventh Street, SW  
Washington, D.C. 20590  
Attn: Seamen Awards

Records of merchant seamen trained by the U.S. Maritime Service may also be available. Requests for information should include the name the seaman used during training, date of birth and Social Security Number. Write to:

National Personnel Records Center  
Civilian Personnel Records  
111 Winnebago Street  
St. Louis, MO 63118

Academic, medical and training records of seamen who were enrolled as cadets at the U.S. Maritime Academy may be available. Requests should contain name seaman used as a cadet, date of birth, Social Security Number and dates of enrollment. Send request to:

U.S. Merchant Marine Academy  
Kings Point, NY 11024-1699  
Attn: Director of External Affairs

Vessel Status Cards that identify vessels owned or operated by the War Shipping Administration (WSA), and articles of vessels owned or operated by the WSA that suffered war damage may be available at the Maritime Administration. Requests for information should include the name of the vessel. Write to:

U.S. Department of Transportation  
Maritime Administration, MAR 573  
Chief, Division of Statistics  
400 Seventh Street, SW  
Washington, D.C. 20590



## 1991 UPGRADING COURSE SCHEDULE

The following is the current course schedule for August-December 1991 at the Seafarers Harry Lundeberg 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	September 2 October 28	October 11 December 6

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

Lifeboatman	August 5 August 19 September 2 September 16 September 30 October 14 October 28 November 11 November 25 December 9	August 16 August 30 September 13 September 27 October 11 October 25 November 8 November 22 December 6 December 20
Ship Handling	August 19 October 14 December 2	August 30 October 25 December 13
Radar Observer Unlimited	September 2 October 28 December 16	September 6 November 1 December 20
Inland Deck Licenses	September 30	December 6
Celestial Navigation	November 4	November 29
Third Mate	September 2	December 13

Upon completion, the Sealift Operations course must be taken.

Tankerman	August 19 November 11	September 13 December 6
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### SHLSS College Program Schedule for 1991

FULL 8-week Sessions	August 12 October 21	October 4 December 13
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### Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	September 30	November 4

### Oil Spill Course

Course	Check-In Date	Completion Date
Oil Spill Prevention & Containment (1 week)	August 5 September 16 October 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 November 11	October 11 December 20

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

Pumproom Maintenance & Operations	September 30	November 8
Marine Electrical Maintenance	August 5 October 14	September 27 December 6
Refrigeration Systems		
Maintenance & Operations	August 19	September 27
Marine Electronics Technician	September 30	December 20
Basic Electronics	August 26 September 30	September 20 October 25
Hydraulics	August 5	August 30
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)	October 28	December 6
Adult Basic Education (ABE)	October 28	December 6
English as a Second Language (ESL)	September 29 October 28	October 18 December 6
ABE/ESL Lifeboat Preparation Course	August 12	September 6

## UPGRADING APPLICATION

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

Address \_\_\_\_\_  
(Street)

(City) (State) (Zip Code) Telephone \_\_\_\_\_  
(Area Code)

Deep Sea Member ☐ Lakes Member ☐ Inland Waters Member ☐ Pacific ☐

If the following information is not filled out completely your application will not be processed.

Social Security # \_\_\_\_\_ Book # \_\_\_\_\_

Seniority \_\_\_\_\_ Department \_\_\_\_\_

U.S. Citizen: ☐ Yes ☐ No Home Port \_\_\_\_\_

Endorsement(s) or License(s) now held \_\_\_\_\_

Are you a graduate of the SHLSS trainee program? ☐ Yes ☐ No

If yes, which program: from \_\_\_\_\_ to \_\_\_\_\_

Last grade of school completed \_\_\_\_\_  
(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 Lundeberg School identification card listing the course(s) you have taken and completed. The Admissions Office **WILL NOT** schedule you until all of the above are received.

VESSEL \_\_\_\_\_ RATING \_\_\_\_\_ DATE \_\_\_\_\_ DATE OF \_\_\_\_\_  
HELD SHIPPED DISCHARGE

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

I am interested in the following course(s) checked below or indicated here if not listed

#### DECK

- ☐ AB/Sealift
- ☐ 1st Class Pilot
- ☐ Third Mate
- ☐ Radar Observer Unlimited
- ☐ Master Inspected Towing Vessel
- ☐ Towboat Operator Inland
- ☐ Celestial Navigation
- ☐ Simulator Course

#### ENGINE

- ☐ 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

Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point.

RETURN COMPLETED APPLICATION TO: Seafarers Harry Lundeberg Upgrading Center, Pines Point, MD 20674



## Looking for a Vacation Spot?

Seafarers and their families can utilize the Lundeberg School for a summer vacation. Reasonably priced and easy to reach, the facility offers recreational and sight-seeing opportunities.

See page 23 for details.

## Vice Admiral Donovan Commends Noble Star Seafarers

# SIU Crew Carries Out Mission in Heavy Seas

The Seafarers who crew Noble Star recently received high praise from U.S. Navy Vice Admiral Francis R. Donovan after the group courageously performed lashing operations during severe weather conditions in order to get aid designated for Kurdish refugees moved as quickly as possible.

In late April, the Noble Star delivered vital refugee supplies to Mersin, Turkey—despite inclement weather which not only made sailing difficult, but also prevented stevedores from working at pickup or drop-off points.

The bravery and diligence displayed by Noble Star crewmembers prompted a letter from Donovan, commander of the Military Sealift Command, lauding the performance of the prepositioning vessel's crew. The letter reads, in part: "Your efforts under extremely threatening weather conditions which precipitated the refusal to work of the lashing gangs and dock workers have not gone unnoticed. You had a mission to perform and you completed that mission even though its completion took you far beyond your realm of responsibility."

"You are a true example of our country's merchant marine—our fourth arm of defense. You put the needs of others above your own personal safety and never hesitated to go the extra mile to bring help where help was so urgently needed."

"I couldn't be more proud of you, and I consider it an honor to be on the same team. . . ."

**Winds Northerly, 50 Knots**

The Noble Star in mid-April



Crewmembers aboard the commended Noble Star are, from left, AB Ricardo Ramos, Chief Cook Michael Lockhart, GSU Julie Cottle, Chief Steward Andrew Mayo, OS Gary Stever, QMED Robert E. Lee, DEU Manuel Lulley, OMU Ron Ellis, OS Lambert Soniat Dufossat, AB Kirk Sloan and QMED Melvin Clivens.

was ordered to load 223 40-foot containers of refugee supplies in Marseilles, France, for discharge at Mersin. But after loading the weather turned harsh. Wind conditions were northerly at 50 knots. Lashing gangs and dock workers would not report to work.

The Noble Star's master and crew opted to perform lashing operations and then sail, even though the ship was not obligated to proceed under such volatile conditions.

Bosun Sam Bunch, recalled other complications. The longshoremen had put lashings on the containers before they were loaded onboard. Bunch recently told a reporter from the Seafarers LOG. So, during the storm, crewmembers needed hammers and bars to re-do the lashings.

Bunch, 41, worked on the deck

"in a basket on a crane." He said, "I did it because I wouldn't ask any crewmember to do something that I wouldn't do." All crewmembers wore safety belts and lines, Bunch noted.

One week after arriving in France, the Noble Star—finally free from foul weather—reached Turkey. There, the crew was greeted by another unpleasant surprise: No labor had been ordered for unlashings.

## Four to Five Days Saved

Once again, Noble Star crewmembers performed extra duties so the refugees would receive aid as soon as possible. Sealift, Inc. Vice President John J. Raggio estimated the crewmembers' efforts saved four to five days on the voyage. More importantly, Raggio said, the much-needed supplies were delivered in timely fashion.

Bosun Bunch, a U.S. Marine veteran who sails from New Orleans, said the crew experienced a great sense of accomplishment: "We felt highly needed and were glad to do it."

Chief Steward Andrew Mayo, a union member since 1988, described the crew as extremely cooperative. "Things couldn't have been better," said Mayo, 59.

Besides Bunch and Mayo, other Seafarers serving aboard the Noble Star during these events were ABs Francis Sloan, Ricardo Ramos and Robert A. Sanchez; OSs Gary Stever and Lambert Soniat Dufossat; QMEDs Melvin Clivens and Robert Lee; OMU Ronald Ellis; DEU Manuel Lulley; Chief Cook Michael Lockhart; and GSU Julie Cottle.

## Noble Star Among First in Gulf War

The Seafarers-crewed Noble Star was part of the first convoy to reach Saudi Arabia during the Persian Gulf conflict. It was the first ship to sail to the area with medical supplies.

A prepositioning ship, the Noble Star was stationed at Diego Garcia when the buildup began. After its initial voyage to Saudi Arabia, the vessel went to Germany and picked up additional materiel for Ad Damman, Saudi Arabia. The ship later returned to the States for more supplies, then headed back for the Persian Gulf.

## Near Mine Blow-Up

Bosun Sam Bunch, described his experience in the gulf as "11 months of heat." Bunch said the only time he "felt scared [during the Gulf War] was going through the Suez Canal. A tank mine blew up as we went through."

"But it was so hot over there, I didn't have time to feel scared."

## Help Locate This Missing Child



Jennifer Marie King

Seafarers have been asked by the National Center for Missing and Exploited Children to assist in locating Jennifer Marie King, a 17-year-old from Hanover Park, Ill.

King, who uses the name "Marie," was last seen at approximately 10 a.m. on October 4, 1990. The Center believes the 130-pound, 5-foot, 2-inch brunette is an endangered runaway.

Anyone with information about King should contact the Center at 1-800-843-5678 or the Hanover (Ill.) Park Police Department's Missing Persons Unit at 1-708-837-0115.

Since June 1989, the Seafarers LOG has dedicated a portion of the back page of the publication to disseminate information on missing children. The material is provided by the National Center for Missing and Exploited Children as part of the organization's photo distribution campaign.

## Notice to Members



Crewmembers employed aboard the 2nd Lt. John P. Bobo, Baldomero Lopez, William R. Button, PFC Dewayne T. Williams and Jack Lummus for the period of January 1, 1990 through June 30, 1990, can apply for EPA payments by submitting copies of discharges and/or pay vouchers to union headquarters, attention: Contracts Department.