

SEAFARERS LOG



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Attack on the Jones Act

Threat to U.S. Security

71 Navy Flag Officers Decry Anti-U.S. Cabotage Bill Introduced in Senate

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World, Echeverio, Sturm, Olson, Ellingson, Russo and Tchintchibidja Win SIU Scholarships

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Reviewing the many applications received from SIU members, their spouses and their dependent children for a Seafarers Welfare Plan scholarship are (from left) Dr. Henry P. Toutain, Dr. Charles D. O'Connell, Dr. Gayle A. Olson, Dr. Trevor D. Carpenter and Father David Albert Boileau. Along with Dr. Charles A. Lyons, Dr. Michael S. Glaser and Dr. Keith K. Schlender, the committee of professional educators selected seven people to receive the 1996 stipends.

Moran Boatmen Receive Safety Training



Ten Seafarers who sail on tugs operated by Moran Towing of Texas recently completed a specially designed safety course at the Paul Hall Center for Maritime Training and Education in Piney point, Md. The SIU boatmen covered a wide range of subjects, and their studies included hands-on training in the center's shiphandling simulator. Among the other topics were industry regulations, radar operations and hazardous-materials handling, as seen above. Page 6.

President's Report

Ready for the Battle

The alarm is sounded!



Michael Sacco

Opponents of the U.S.-flag merchant marine have threatened for more than a year to introduce legislation designed to amend or eliminate the nation's cabotage laws.

Last month, they finally did it. A measure brought before the Senate would allow foreign-flag, foreign-crewed and foreign-built ships to carry cargo between U.S. ports along America's coastlines, or on the Great Lakes, or in the domestic waterways.

The legislation calls for the lowering of safety and environmental standards for vessels allowed into the domestic trade.

The bill is called the Coastal Shipping Competition Act, but the only competition I can see developing from this legislation is the race that will take place to rush ships and crews from around the world to take jobs away from Americans.

Yes, the alarm is sounded — but the U.S.-flag maritime industry is ready and fighting back! Just like Seafarers participate in safety and fire drills aboard their ships so they are prepared in case an emergency strikes, the maritime industry has been preparing all across the country to fight the big battle over the Jones Act on Capitol Hill.

Through groups like the Maritime Cabotage Task Force and American Security Council, the American public is learning how valuable the U.S. cabotage laws are to the national defense, economy and environment. The task force, of which the SIU is a member, is made up of maritime and transportation-related organizations and businesses. The council is composed of retired U.S. Navy flag officers who know the need and value of the U.S.-flag merchant fleet.

Laws like the Jones Act, which deals with freight movement between domestic ports, and the Passenger Vessel Services Act, which covers the transporting of people from one U.S. port to another, ensure that the United States will not only have the trained mariners it needs in times of war or national emergency, they make sure the nation will have the vessels needed to move valuable materiel.

The cabotage laws account for nearly 124,000 jobs and provide an annual economic impact of \$15 billion. More than a billion tons of cargo and 80 million passengers are moved by the U.S.-flag cabotage fleet.

Finally, the United States is the world's leader when it comes to setting safety standards in the shipping industry.

Through the years, America's cabotage laws have shown their value to the country. And that will not change.

Ironically, the opponents of the U.S.-flag merchant marine waited to introduce their bill until the day after the nation paid tribute to the fine men and women who lost their lives at sea while sailing aboard U.S.-flag merchant vessels.

The observance of Maritime Memorial Day around the country allows the nation to reflect on what the merchant marine has meant during times of war and peace.

Many accounts of bravery are retold — stories about D-Day during World War II, running supplies into mine-filled waters around Korea and Vietnam and the all-out effort to make sure no ship remained in a U.S. port without a crew during the Persian Gulf War.

But one new story was heard this Maritime Memorial Day. It was told by Kings Point Commandant Thomas Matteson, who recounted a U.S. Marine Corps sergeant who fought in Kuwait saying he prays the day never comes that American troops have to depend on foreign-flag ships with foreign mariners to deliver supplies in a far-off land.

There can be no greater tribute to those who have gone before than to make sure the U.S.-flag merchant fleet remains a viable force for many years to come.

Congratulations to the Scholarship Winners

Last month, three SIU members and the daughters of four Seafarers were notified by the Seafarers Welfare Plan that they had been awarded scholarships. We wish them the very best as they pursue their educational goals.

Nearly 250 scholarships have been granted since the program began in 1953. These awards show the SIU continues its commitment to education, whether it is by upgrading members at the Paul Hall Center in Piney Point, Md. or by offering scholarships for colleges and trade schools to members, their spouses and their dependents.

While the 1996 awards have been made, it certainly is not too early to think about applying for the 1997 scholarships. With the cost of higher education going up, these grants can truly help ease the financial strain.

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Hall Lecturer Declares Jones Act Remains Vital to U.S. Interests

Mulholland Outlines Importance of Cabotage Law

When he presented the 1996 Paul Hall Memorial Lecture in Washington, D.C. on May 16, the head of Matson Navigation Company outlined three themes he said must be repeated to elected officials and the public in order to keep the Jones Act strong and viable.

C. Bradley Mulholland, president and CEO of the SIU-contracted company, said the domestic shipping industry must emphasize (1) the benefits it provides to the nation's security, (2) the fact it is a "state-of-the-art industry," and (3) the minuscule cost of waterborne transportation when compared to the overall price of the shipped item.

Mulholland, who started working for Matson in 1965 as an assistant booking clerk upon graduation from college, held a variety of positions with Matson before being named the company's chief operating officer in 1989, president in 1990 and CEO in 1992.

The San Francisco-based company is a very active participant in the Jones Act trades. Matson's containerships and roll-on/roll-off vessels sail along the U.S. Pacific Coast and provide service between West Coast ports and those in Hawaii and Guam.

When he introduced Mulholland to the audience of more than 150 shipping industry representatives, members of Congress and federal agencies and maritime labor officials, Herbert Brand, the chairman of the Paul Hall Memorial Committee, called the guest lecturer "an activist for the U.S.-flag maritime industry."

The lecture series, which started in 1987, is funded through the Paul Hall Memorial Endowment at the University of Southern California. In opening the 1996 lecture, Dr. Robert Friedheim of the university's School of International Relations explained the endowment was created in 1981 by Hall's friends and associates. Hall, a vigorous fighter for the U.S.-flag merchant marine, served as the SIU's principal officer from the late 1940s until his death in 1980.

Support Grows

In his address, entitled "The Jones Act: The Backbone of the American Maritime Industry," Mulholland stated how support for the nation's freight cabotage law, known as the Jones Act, has grown when the domestic maritime industry united to fight for it.

He recalled how news stories since 1995 have portrayed the U.S.-flag industry in a bad light. At the same time, the House of Representatives eliminated its maritime committee, while the Senate reduced the power of its subcommittee which oversees the industry.

But the members of the U.S.-flag shipping community came together, organized, "and fought back. It is not a lesson about the Jones Act. It is a lesson about the extraordinary might of this industry when its collective elements put aside differences and work toward a common goal."

Through the coalition, known as the Maritime Cabotage Task Force, the industry has been able



Following his presentation of the 1996 Paul Hall Memorial Lecture, Matson President and CEO Brad Mulholland (center) meets with U.S. Representative Neil Abercrombie (D-Hawaii) (left) and Herbert Brand, chairman of the Paul Hall Memorial Committee.

to get its message to the public and to elected officials.

"The task force's message—which you all have heard many times—is simple and concise: 'America's cabotage laws provide critical national security, commercial, economic, environmental and safety benefits,'" Mulholland said.

"Each of these sub-elements has been fleshed out and has been repeated to decision-makers to the point where the message, like an anchor, has taken hold."

The Matson official pointed out that the more than 44,000 vessels involved in the Jones Act trade employ nearly 124,000 individuals. The fleet "represents an investment of \$26 billion by American companies and... provides direct economic impact of \$15 billion each year."

'Believe in the Future'

He told those in attendance, "Matson Navigation Company is one of many companies that has put its money where its mouth is when it comes to the Jones Act. We believe in the future of the U.S.-flag merchant marine and the Jones Act. We are investing in them every day."

"If you think the American domestic fleet is inefficient, spend some time with us at Matson. If you do not recognize the importance of skilled, well-trained seafarers, take a ride on one of our ships. If you don't think American shipyards can build a state-of-the-art vessel, come tour the *R.J. Pfeiffer*, built in America in 1992 and operating successfully in the Pacific trade today. If you think the industry is non-competitive, compare our Pacific Coast Shuttle rates on the West Coast's I-5 Corridor with truck and rail."

Strong for Military

Mulholland then outlined his three key themes that must be repeated for the Jones Act to remain an important part of America's maritime policy.

In emphasizing the Jones Act's value to America's military and national security, Mulholland reminded those listening of the 733 U.S.-flag cargo ships and nearly 7,000 civilian mariners lost during World War II. He praised the support shown for the Jones Act by the Coalition for Peace Through Strength, a grouping of 171 pro-defense organizations, and by 61 retired Navy admirals, including five former chiefs of Naval Operations.

He announced that as he was speaking, Matson, American President Lines and Sea-Land were involved in a joint exercise with the Military Sealift Command, the U.S. Transportation Command and the Military Traffic

Management Command to move a battalion's strength worth of materiel across the United States to Seattle, load the cargo on a Matson vessel and sail it to Los Angeles where it would be made available in a matter of hours after docking.

"The Jones Act is capable of moving large increments of military cargo," Mulholland proclaimed. "It has done so in the past and it is doing it today."

Innovation Leader

In proposing his second major theme in support of the Jones Act, the Matson president announced, "The U.S. fleet has been at the forefront of innovation in the transportation industry. Containerization is probably the single greatest modern-day innovation in transportation since the invention of the airplane."

See pages 12-13 for the complete text of Bradley Mulholland's address.

"But I wager very few Americans know that containerization was developed by U.S. domestic carriers."

Mulholland noted that containerization and intermodalism have cut the time between manufacturer and supplier as well as supplier and customer, thus "saving consumers billions of dollars in transportation and distribution costs."

Keeps Costs Down

This led to his third theme: "the low cost of waterborne transportation today."

He told of a televised report in Hawaii that quoted a Jones Act opponent as saying that the price of goods in the island state could be reduced by 40 percent if U.S.-flag ships were not used.

"That is an incredible statement since the cost of shipping typically is 5 percent or less of the retail cost of goods," Mulholland stated.

He referred to a study by Sea-Land that the shipping cost for a \$7 box of cereal in Hawaii was only 14 cents, or 2 percent of the price. He also mentioned a *Washington Post* story from May 1995 that broke down the shipping cost to 50 cents for a pair of foreign-made tennis shoes selling in New York for \$70.

"I predict that we are going to win the fight over the Jones Act! Not only are we going to win, but we are going to end this battle stronger than ever before. I am confident that when the Jones Act fight concludes, the Congress will be better educated about its benefits, and the American public will better understand the importance of our industry."

Navy Brass Skewers Anti-Jones Act Bill

Retired Naval Chiefs Counter Recent Senate Measure

Calling America's commercial fleet "our lifeline of freedom," 71 retired U.S. Navy flag officers denounced legislation introduced in the Senate last month to ravage the nation's cabotage laws.

The American Security Council, a bipartisan organization composed of the retired Navy officers including five former chiefs of Naval Operations, denounced the Coastal Shipping Competition Act (S. 1813) as a blow to the nation's security.

As sponsored by Senator Jesse Helms (R-N.C.), S. 1813 would allow foreign-flag, foreign-crewed and foreign-built vessels to move cargo between U.S. ports along America's coastline, over the Great Lakes and on the inland waterways where deep-sea vessels can operate.

Presently, the Jones Act of the 1920 Merchant Marine Act permits only U.S.-crewed, U.S.-built and U.S.-flag vessels to transport cargo between domestic ports. The Passenger Vessel Services Act of 1886 allows passengers to be transported between American ports only on U.S.-crewed, U.S.-built and U.S.-flag ships.

National Security Overlooked

In announcing the group's opposition to S. 1813, retired Navy Reserve Rear Admiral Robert H. Spiro Jr., director of the American Security Council's Maritime Strategy Program, said the senator "has overlooked the national security implications of the Coastal Shipping Competition Act."

Spiro, a former under secretary of the Army, added that the measure "would permit foreign-owned, built

and crewed vessels to displace the existing U.S.-flag fleet. This legislation would significantly lower our safety standards, and it could destroy the American shipbuilding industry.

"The American Security Council firmly believes that the U.S. merchant fleet has been our lifeline of freedom. The U.S.-ownership requirement contained in the Jones Act

"The American Security Council firmly believes that the U.S. merchant fleet has been our lifeline of freedom."

—RADM Robert H. Spiro Jr. (Ret.)
Director, Maritime Strategy Program
American Security Council

is essential because during national emergencies the domestic fleet of merchant vessels is called upon to transport troops and materials in support of our military operations."

Spiro then noted, "America would be vulnerable during times of crisis because we could not always rely on foreign shipowners to risk their vessels in support of U.S. wartime military operations. American

ownership also keeps shipping revenues and taxes at home."

Recalls Previous Support

The retired admiral went on to quote retired Army General Colin Powell, who served as the chairman of the Joint Chiefs of Staff during the Persian Gulf War, and Air Force General Robert Rutherford, the present commanding officer of the U.S. Transportation Command, on why the U.S.-flag merchant fleet is vital to America's national security.

Shortly after the end of the war, Powell said he had come to appreciate why the merchant marine was known as the fourth arm of defense.

"We must be able to project power across the seas," Powell stated. "This means that not only do we need a strong Navy, but a strong maritime industry as well. The merchant marine and our maritime industry will be vital to our national security for many years to come."

In speaking before the Senate Surface Transportation and Merchant Marine Subcommittee last year, Rutherford told the senators, "We will still need a strong U.S.-flag fleet to meet our sealift sustainment requirements. We can't plan on the availability of foreign flag ships and mariners to go into a theater of war."



Members of the selection panel, appointed by the Board of Trustees of the Seafarers Welfare Plan, had a difficult time this year selecting only seven scholarship winners from among the many qualified applications received.

Committee Selects Seven Winners For SIU Scholarships

The Seafarers Welfare Plan has announced that three SIU members and four dependent children of Seafarers were selected by a panel of professional educators last month to receive scholarships provided by the program.

AB James World of Penn Yan, N.Y. was awarded a \$15,000 scholarship to be used toward a four-year degree. The 29-year-old deep sea member, who most recently sailed aboard the *Samuel Cobb*, plans to continue his undergraduate studies in elementary education at the State University of New York and then go on to graduate school.

Two scholarships in the amount of \$6,000 each were awarded to deep sea members Viveca Echeverio of Stevenson, Wash. and Riamohiko Sturm of Honolulu, Hawaii. Echeverio, 32, who last sailed as a cook/baker, plans to use her monetary award to enrol in a two-year associate nursing program in California. Sturm, 26, also has her sights set on a nursing degree and will continue her medical assistant program studies in Hawaii.

Four young women were selected to receive this year's \$15,000, four-year scholarships for dependents of SIU members. They are Jennifer B. Ellingson, daughter of inland member Robert Duane Ellingson Jr.; Rachel Ann Olson, daughter of deep sea member Joseph John Olson; Allison Christine Russo, daughter of deep sea member Michael Frank Russo; and Damtien Tchintchibidja, stepdaughter of deep sea member Alex Resendez III.

(To find out more about each of the seven scholarship winners, turn to page 7.)

Since the inception of the scholarship program in 1952, 249 students have secured college education through this benefit provided by the Seafarers Welfare Plan.

This year's selection committee, as in the past, was appointed by the Board of Trustees of the Seafarers Welfare Plan. On May 3, in Seattle, the committee met to judge all the scholarship applications received on the basis of scholastic ability, character, high school grades, college board exams or American College Test scores, letters of recommendation and participation in extracurricular activities.

Panel Composition

The panel was comprised of the following scholars and academicians: Father David Albert Boileau, Loyola University; Dr. Trevor Carpenter, Charles County (Md.) Community College; Dr. Michael Glaser, St. Mary's College of Maryland; and Dr. Keith Schlender, the Medical College of Ohio.

Also on the scholarship selection committee were Dr. Charles Lyons Jr. of the American Association of Colleges and Universities; Dr. Charles D. O'Connell Jr. of the University of New Orleans; and Dr. Henry Toutain of Gustavus Adolphus College in Minnesota.

The selection process this year was an extremely difficult one as many qualified applications were received. Two of this year's awards were presented to Seafarers who had applied in the past but had not been selected. It is, therefore, important to stress that even though an applicant is not selected one year, he or she should not be discouraged from trying again the following year.

Seafarers Ratify Three Contracts

Crescent, Moran and Dyn Crews See Gains in Approved Pacts

SIU boatmen in the union's Atlantic and Gulf Coast regions, as well as Seafarers aboard oil-spill response vessels, last month ratified new contracts that feature numerous gains.

Seafarers who work for Crescent Towing and Salvage of New Orleans, Mobile, Ala. and Savannah, Ga.; Moran Towing in Baltimore and Philadelphia; and Dyn Marine Services, whose vessels are located along the Atlantic, Pacific and Gulf coasts, as well as in Hawaii and the U.S. Virgin Islands, approved the respective contracts. Voting for the various contracts took place aboard the boats. In the case of the Crescent pact, voting also occurred at the SIU hall in New Orleans.

Crescent Towing

Crescent Seafarers overwhelmingly voted in favor of a three-year pact covering approximately 150 boatmen employed on harbor tugs. The contract calls for wage in-

creases, expanded medical benefits and greater incentive pay.

"I think everybody is pleased with it," said Captain John Bilich, a member of the negotiating committee. "The wages and benefits are the highlights. . . . This was my first time on a bargaining committee, and I was surprised by how much time it takes. But we had great help from (SIU Vice President Gulf Coast) Dean Corgey, (New Orleans Port Agent) Joe Perez and (New Orleans Safety Director) Steve Judd," who also served on the committee.

Other members of the SIU negotiating team were Deck Delegates Herbert Hebert, Vic Di-Giorgio, David Watford, Willy Judd Jr. and Jason Johnson, Engine Delegates David Walker and Johnny Johnson, Captain Delegate Joe Tucker and retired SIU Port Agent Jim Martin, who served as a consultant to the union.

"We had a great com-

mittee that worked very hard and was an asset to the union. We especially appreciate Jim Martin bringing his wealth of experience and invaluable local knowledge to the negotiations," stated Corgey.

Moran Towing

Boatmen who work aboard Moran harbor tugs in Baltimore and Philadelphia ratified a five-year agreement by a wide margin. The contract covers approximately 30 Seafarers. It calls for pay increases, an additional holiday and expanded medical coverage. It also specifies pension increases and greater subsistence pay.

"We were firm on our commitment for fair treatment," observed Mate Charlie Rash, who served on the bargaining committee. "We got what we feel is a good contract, and I was proud to be a part of the process."

Mate Jake Joyce, Deckhand William Shell, Engineer Steve Marcus, SIU Assistant Vice President Dave Heindel and Baltimore Port Agent Dennis Metz joined Rash

on the negotiating committee.

"The guys deserve a lot of credit. They all were very dedicated and did a great job, especially in light of the current state of the ship-docking industry in their areas," said Heindel.

Dyn Marine

SIU members who crew Dyn Marine's 16 oil spill response ships approved a three-year pact by strong majority. The collective bargaining agreement covers more than 100 crewmembers and ensures wage increases and greater overtime pay. It also maintains medical benefits and stipulates that if a mariner is required by the company to transfer to a lower-wage class vessel, he or she shall maintain the higher rate of pay.

"We filled out (contract suggestion) questionnaires and gave as much input as we could, collectively," noted Chris Inness, who sails as assistant engineer on the *Maine Responder*. "The wages are an important gain."

Maritime Day History Lesson: America Needs a Strong Fleet

During Maritime Day ceremonies in Washington, D.C., industry supporters appreciatively recalled the heroic history of the U.S. merchant marine—and urged Congress and the administration to support the current American-flag fleet.

Both at a memorial service sponsored by the U.S. Maritime Administration (MarAd) and at a meeting of the Propeller Club of Washington, speaker after speaker emphasized the vital contribution made by America's merchant marine since the country's first days to the present. They also insisted that such history bears out the need to maintain a strong U.S.-flag fleet.

Maritime Administrator Albert Herberger, Deputy Secretary of Transportation Mort Downey, SIU President Michael Sacco and Crowley Maritime Vice President-Government Relations Michael Roberts made remarks at the MarAd ceremony, while Herberger, Sacco and Rear Admiral

Thomas Matteson of the U.S. Merchant Marine Academy were the featured speakers at the Propeller Club. Both events took place May 22, the date established by Congress in 1933 for such recognition.

Herberger used the World War II merchant marine as an example of the value of a strong allied capability. "In the wheel of Allied victory, shipping was truly the linchpin. . . . Let us never forget the sacrifices made by America's merchant marine during World War II. Let us never forget their courage, their bravery and their patriotism," said Herberger. "And as we look to the future, let us never forget how important, how critical, America's merchant marine is to this nation—now and in the next millennium."

The maritime administrator also praised the advances made by the American shipping industry. "Our U.S.-flag carriers and maritime unions are providing this country with the finest technologies and the most highly

skilled maritime labor force found anywhere in the world. We need to keep this momentum going," he stated. "We need to continue to counter those skills for foreign interests who will go to any length to denigrate the U.S. maritime industry and its contribution to this country."

Merchant Marine Responds

Sacco recalled the work of the U.S. merchant marine during conflicts throughout this century, including World War II and the Korean War.

"These situations once again illustrated the vital importance of a strong U.S. merchant fleet being ready to support a war effort," said Sacco, who also is president of the AFL-CIO Maritime Trades Department. "It reinforced that the bottom line in a crisis is not a fleet that looks OK on blueprints, but rather one that is already in service and ready to go."

"We've seen it again and again since then, from Vietnam and Grenada to the Persian Gulf to Somalia to Haiti to Bosnia," he continued. "And in every case, this nation has been served by the shipping capability of its merchant marine—a merchant marine made up of American-owned, American-built, American-crewed, U.S.-flag ships."

In light of these steadfast performances, Sacco noted the SIU and other unions representing American civilian mariners "call on Congress and the administration to pass the Maritime Security Act and ensure the U.S. flag does not disappear from the high seas. As President Clinton himself said on Maritime Day of last year, maintaining a strong U.S.-flag presence is 'a commitment central to advancing our nation's national

and economic security.' That's a commitment that must be fulfilled."

'Courage and Sacrifice'

Downey voiced President Clinton's support for the U.S. merchant marine and noted that American mariners "have served us well since the very beginning (of the country). . . . The victories we have celebrated over the years could not have taken place without the arms and ammunition, food and fuel brought across the seas by the courage and sacrifice of our merchant marine. Their victories at sea are the ones that made all of America's other victories possible."

Echoing the sentiments of the other speakers, the deputy secretary observed, "Today, the merchant marine's role is no less crucial. America remains a maritime nation. We continue to rely on sea power to transport and supply our armed forces and, increasingly, to provide support for the humanitarian missions that we must take up around the world."

Strong Commitment

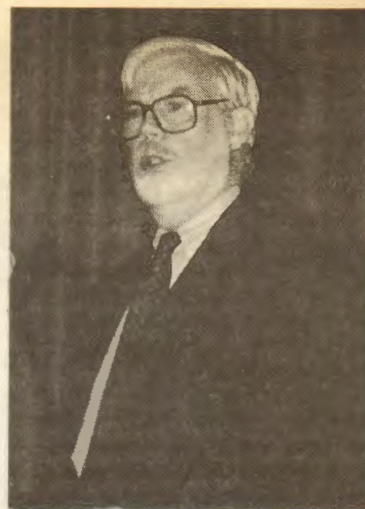
Just as Sacco proudly proclaimed that he never has seen a Seafarer refuse the call to duty, Crowley's Roberts noted the frightening prospect of sailing aboard merchant ships during times of conflict.

"Few businesses ever have to consider asking their employees to enter a war zone, as we do," he said. "It takes great courage to step foot on a ship that is engaged in military supply operations during a war. . . . This is a commitment that the American public too often takes for granted. They think everything has to do with economics. They forget that what motivated tens of thousands of mariners during World War II and every conflict since then, and what will motivate the merchant mariner in future wars, is not a paycheck or a contractual commitment, but a sense of loyalty and duty to America."

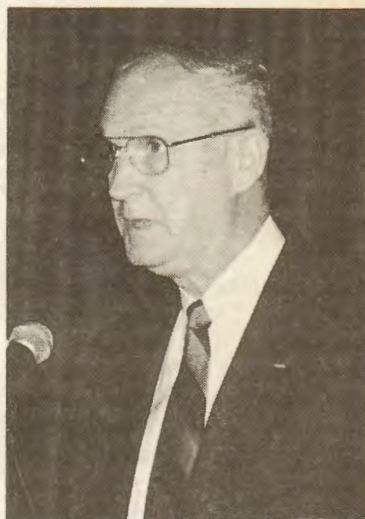
Representing the academy in Kings Point, N.Y., Matteson asserted that U.S. international strength is linked directly with the nation's maritime capability. "We are the world's only true superpower because of our ability to project our might overseas. This would not be possible without our merchant ships and without our civilian seafarers," he said. "America produces the goods. The merchant marine delivers them wherever and whenever they're needed, against all hardships and all odds."

Matteson also recounted an anecdote that highlights the value of the merchant marine from a military perspective. The academy commander recalled the words of a Marine Corps sergeant who served in the Persian Gulf War: "I never want my life to depend on foreign-built ships, crewed by foreign sailors, flying foreign flags."

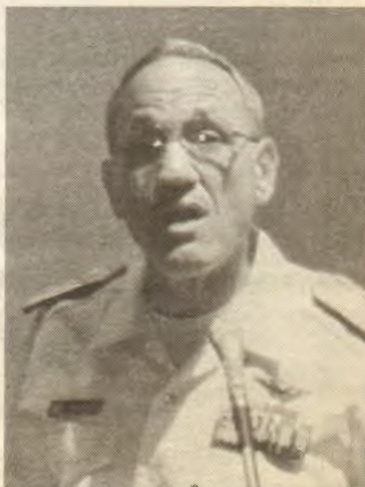
(For more coverage of Maritime Day activities, see back page.)



Mort Downey



Albert Herberger



Thomas Matteson



Michael Sacco



Michael Roberts



An overflow crowd pays tribute to America's merchant mariners during one of several Maritime Day ceremonies in Washington.

House Passes Shipping Deregulation Bill, But Senate Action in '96 Seems Unlikely

The U.S. House of Representatives on May 1 passed the Ocean Shipping Reform Act, a bill that would end tariff- and contract-filing and enforcement as well as eliminate the Federal Maritime Commission (FMC) by the end of Fiscal Year 1997. Under the legislation, the FMC's remaining functions would be transferred to the Department of Transportation.

However, according to newspaper reports, Senate action on the bill is not expected anytime soon. The reports indicate that, while Senate passage of shipping deregulatory legislation by the end of the year is possible, there is little chance the Senate will consider the House bill.

Opponents of the bill have voiced concerns that total deregulation would adversely impact U.S. ports and small shippers because of unfair foreign shipping practices. They believe that eliminating the FMC would drive up rates and cost thousands of maritime-related U.S. jobs.

The bill's supporters counter that deregulation would promote fair competition and reduce shipping rates for U.S. businesses.

Following House passage of the Ocean Shipping Reform Act, Senator Trent Lott (R-Miss.), chairman of the Surface Transportation and Merchant Marine Subcommittee, called for a hearing on the bill, though it is not known when such a hearing might take place.

In a written statement, Lott also said that the federal government must ensure that "our U.S. presence in the ocean shipping business is not subjected to unfair foreign shipping practices. This

requires maintaining an independent agency capable of strong, swift, unilateral action to defeat such practices."

Lott further stated that the FMC should be funded while Congress develops appropriate legislation affecting ocean shipping.

"We must consider the billions of dollars of public funds invested in America's ports, through which 95 percent of our nation's trade flows. . . . The U.S. ocean shipping regulatory system should ensure our ports can continue to compete and prosper. Our economic survival depends on our ports' ability to facilitate international trade," said the senator.

In the same written statement, Senator John Breaux (D-La.) concurred with Lott. "The Federal Maritime Commission currently regulates over \$415 billion in international trade. Any changes to our current system of regulation should be carefully measured, and balance the legitimate interests and concerns of all interested sectors of the international shipping community," Breaux said.

Both the FMC and the Shipping Act of '84 face possible elimination or at least reduction due to federal budget cuts and calls from some shippers for deregulation of ocean cargo transportation.

The Shipping Act of '84, through an exemption to U.S. antitrust laws, allows international shipping practice helps ensure that everyone has access to the same rate information. (Without antitrust immunity, joint rate-setting is a violation of U.S. law.)

Senators Urge Colleagues To Support U.S. Ship Bill

Two senators representing states with port facilities along America's coastline are urging their fellow elected officials to support maritime revitalization legislation.

In a letter sent to their colleagues, Senators Ted Stevens (R-Alaska) and John Warner (R-Va.) stated the Maritime Security Act (H.R. 1350) should be passed by the Senate as soon as possible.

"The time for passage of H.R. 1350 is now," the senators wrote. "With trouble spots evident in every corner of the world, the United States would be foolhardy to allow its merchant fleet to disappear. That is what will happen if we delay or fail to act positively on H.R. 1350."

Stevens and Warner noted the nation must have an active U.S.-flag maritime fleet or Congress will have to "spend eight times" the amount sought by the Maritime Security Act to meet the Defense Department's sealift needs.

H.R. 1350 calls for a 10-year, \$1 billion program to help fund

approximately 50 militarily useful U.S.-flag vessels. The ships involved in the program would be used to move peacetime cargo for the U.S. armed forces. In the event of war or national emergency, the companies receiving the funds would make their ships and land-based infrastructure available to the military.

The two senators pointed out that H.R. 1350 would "guarantee to the nation a nucleus of modern, military useful, active commercial vessels sailing under the American flag. It will guarantee to the nation a crew of trained U.S. citizens, not only to man commercial vessels, but also to man the Defense Department's fleet of fast sealift ships, prepositioned ships and Ready Reserve Force vessels."

They reminded their colleagues that H.R. 1350 had cleared the House of Representatives with bipartisan support in a voice vote last December. Similar legislation was unanimously reported from the Senate Commerce, Science and Transportation Committee

in November.

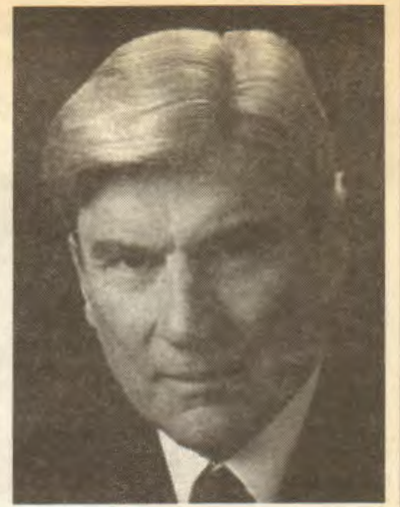
"We are not alone in the belief that enactment of the Maritime Security Act is in the national interest," Stevens and Warner added. "The American Security Council and the Navy League are among the many defense-minded organizations which support this legislation. It is strongly backed by the United States Transportation Command, the Pentagon's premier transportation agency."

The message from Stevens and Warner follows a statement released in April by Senator Trent Lott (R-Miss.), chairman of the Senate Surface Transportation and Merchant Marine Subcommittee, urging the body to act on the bill.

Also in April, the Senate received a letter from Deputy Defense Secretary John P. White who proclaimed the department's full support for H.R. 1350. White said he wanted "to dispel any questions or concerns about the position of the Department of Defense with respect to this legislation."



Ted Stevens



John Warner

Bill Floated to Alter U.S. Cabotage Laws

Opponents of the U.S.-flag merchant marine have presented Congress with legislation designed to pillage the nation's cabotage laws.

Introduced by Senator Jesse Helms (R-N.C.) on May 23, the Coastal Shipping Competition Act (S. 1813) has drawn strong fire against it from maritime officials as well as former military officers.

"This anti-American bill would destroy the livelihoods of thousands and thousands of U.S. workers and their families," SIU President Michael Sacco said after the bill was introduced.

"It obviously goes against American-flag interests. It would eliminate American ownership, American shipbuilding, and with it the tens of thousands of American jobs that are linked to U.S. cabotage laws."

Sacco went on to say the anti-Jones Act bill "would encourage an invasion of foreign-flag operators who will not pay U.S. taxes and will not have to meet this country's high environmental and safety standards."

Adversely Affect Industries

Supporting Sacco's statement was Philip Grill, chairman of the Maritime Cabotage Task Force, a coalition of more than 400 maritime and transportation-related organizations, including the SIU.

"This legislation would destroy the U.S. maritime and shipbuilding industries," Grill noted. "It would allow subsidized foreign vessels crewed by third-world nationals into the American market and then exempt them from most U.S. laws. They would enjoy an enormous competitive advantage against American companies subject to the full range of U.S. law."

Overlooks National Security

What the bill would mean for the nation's defense was not lost on the American Security Council, an organization composed of 71 retired U.S. Navy flag officers, including five former chiefs of Naval Operations.

"The American Security Council firmly believes that the U.S. merchant fleet has been our lifeline of freedom. The U.S.-ownership requirement contained in the Jones Act is essential because during national emergencies the domestic fleet of merchant vessels is called upon to transport troops and materials in support of our military operations," stated Rear Admiral Robert H. Spiro Jr., U.S. Naval Reserve (Retired), who serves as the director of the council's maritime strategy council.

Lowers Safety Standards

The Coastal Shipping Competition Act calls for domestic commercial maritime operations by foreign-flag, foreign-built and foreign-crewed vessels along the nation's coastline, on the Great Lakes and in the inland waterways where deep-sea ships could operate.

S. 1813 would permit the lowering of safety standards for vessels sailing in the domestic waters. It also would enable foreign owners to operate vessels in U.S. domestic commerce through shell corporations while remaining generally outside all U.S. employment, tax, labor and other laws governing the workplace.

The measure is designed to amend both the 1920 Merchant Marine Act which includes the provisions known as the Jones Act—the law stating only U.S.-crewed, U.S.-built and U.S.-flag vessels can carry cargo from one domestic port to another—and the Passenger Vessel Services Act of 1886, which governs the movement of passengers between U.S. ports.

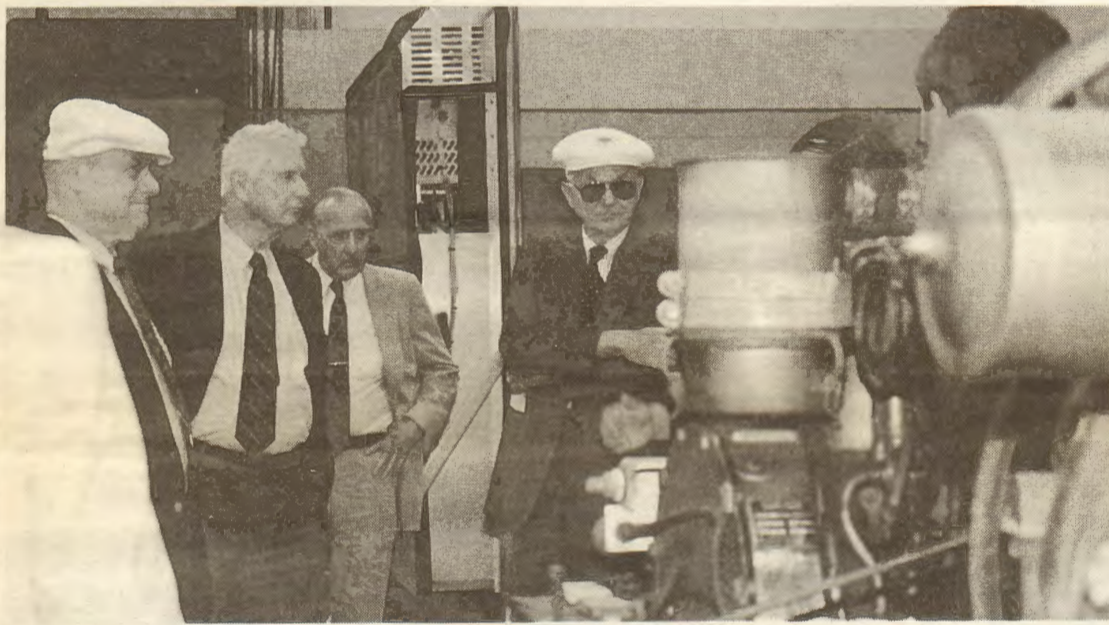
S. 1813 has been assigned to the Senate Commerce, Science and Transportation Committee. No hearing date on the bill has been announced.

No House Bill

However, the members of the House Merchant Marine Oversight Panel of the National Security Committee released a letter on April 15 announcing their unanimous support for the Jones Act. In the letter signed by all 14 members of the panel as well as a majority of the members of the Coast Guard and Maritime Transportation Subcommittee, the representatives stated they would not consider any changes in the nation's cabotage laws. The National Security Committee has primary jurisdiction over matters affecting the cabotage laws.

The House has tentatively scheduled a hearing on the nation's cabotage laws later this month.

King's Point Alumni Tour Lundeberg School



Inspecting a classroom where SIU members learn aspects of engine room technology are members of the United States Merchant Marine Academy Alumni Association's Government Affairs Committee. Following a lunch prepared by steward department upgraders at the school, the group toured the Piney Point, Md. facility on May 23. The members of the committee also met with SIU President Michael Sacco to discuss issues affecting the U.S.-flag merchant fleet.

Urges Paper Cancellation



QMED James Broderick shows his support for striking Detroit newspaper workers by offering a passing South Florida motorist a flyer urging him not to subscribe to the *Miami Herald*, the flagship paper of Knight-Ridder, which also owns the *Detroit Free Press*. Broderick was one of several Seafarers demonstrating outside the hotel where the Knight-Ridder board of directors was meeting.

Paul Hall Center Offers Summer College Classes

The Paul Hall Center will be offering college credit courses for Seafarers beginning June 17.

The classes will be held Monday through Thursday evening in order for students at the center to take upgrading courses as well as the academic classes. Among the subjects that will be offered are math, science, English, sociology, government and psychology. The program will run through July 26.

SIU members who have graduated from high school or acquired their GED are eligible to take the college courses. Members also need to meet the basic entry requirements for taking any class at the center: 120 days of work in the previous calendar year and one day of work in the last six months.

Seafarers who are interested in applying for any of the college courses or who have questions about them should contact their port agent.

Companies Found Guilty In 1994 P.R. Oil Spill

Sentencing Scheduled for August

Three corporations and a manager in one of the companies face fines that could exceed \$100 million following their recent felony convictions for a major oil spill in January 1994 that fouled a popular tourist beach in San Juan, P.R.

Bunker Group Puerto Rico (and its general manager, Pedro Rivera), Bunker Group Inc. and New England Marine Services were found guilty by a San Juan jury in late April, after a seven-day trial. The companies were convicted of violating the Oil Pollution Act of 1990 (OPA '90) and the Ports and Waterways Safety Act of 1972, as well as sailing an unseaworthy vessel. Rivera was convicted of failing to notify the U.S. Coast Guard of the cable break that separated the non-union barge *Morris J. Berman* from its tugboat, the *Emily S.*

All three companies are corporately connected to the Frank family of New York and New Jersey, which in 1990 was barred from doing business in New York because of repeated environmental violations.

Sentencing for the three companies and Rivera is scheduled for August.

The accident happened around 4 a.m. on January 7, 1994. After

the line snapped, the barge drifted onto a coral reef approximately 300 yards from beaches that serve some of San Juan's best-known hotels.

Several of the *Berman's* holds were ripped open, sending 662,000 gallons of heavy number 6 bunker oil into the water and toward the shore.

Trial testimony revealed that the tow cable had snapped earlier that morning and had been inadequately repaired by crewmembers, who also failed to notify the Coast Guard of the break. (In an earlier trial, the captain and chief mate pleaded guilty to violating the Clean Water Act.)

More than 200 Seafarers, many of whom work for Crowley Maritime, were involved in cleanup operations, which began shortly after the spill. Some SIU members worked with booms, while others were called out to crew tugs and skimmers needed to capture the oil from the water.

The SIU-crewed *Caribbean Responder*, an oil response vessel operated by Dyn Marine, also assisted in cleanup operations.

Seafarers helped recover 336,000 gallons of the oil, prompting Coast Guard officials to praise them for allowing San Juan Harbor to remain open.

STCW Certificate Reminder

All ABs, pumpmen, tankermen assistants and any other ratings holding lifeboat tickets who sail in international waters must possess a supplementary form of shipboard identification known as an STCW certificate by October 1.

The deadline is earlier for deck department Seafarers joining LNG vessels after June 1; those mariners must have the STCW certificate in their possession when signing on the LNG ships, in order to comply with an international treaty.

Additionally, engine department members with watchstanding ratings will need the STCW identification by February 1997.

For more information on acquiring the certificate, Seafarers should contact their port agent or the Coast Guard Regional Exam Center (REC) nearest their home port. Or, they may call the Paul Hall Center at (301) 994-0010, extension 5270.

Also, ABs and pumpmen who sail tankers now need a tanker assistant endorsement. It is not necessary to go to an REC to get this rating, but they must keep in their possession (while aboard ship) discharges or a letter proving at least 30 days' seetime aboard tankers during the last five years. They then will be considered "grandfathered" for the endorsement.

Sam Kahn, Founder of Cove Maritime, Is Dead at 85

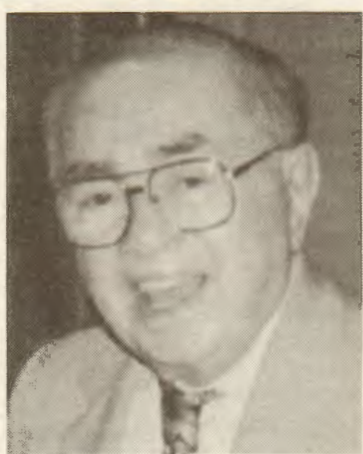
Sam Kahn, founder of SIU-contracted Cove Maritime Companies, passed away May 5 in New York. He was 85 years old.

Kahn served as chairman and president of Cove until his retirement. He came from a family of shippers who operated U.S.-flag vessels following World War II. His late brother, Joseph, was founder of the Seatrain Line, which also was contracted to the SIU.

"We had a good relationship with Sam Kahn," recalled Angus "Red" Campbell, retired SIU vice president for contracts. "He was decent to negotiate with and a strong U.S.-flag supporter."

Campbell said Kahn and his brother were part of a new group of post-war independent operators who ran their companies without government subsidies.

"He ran very successful operations," Campbell added. "He was reasonable and amicable. He was an operator you would see aboard



Sam Kahn

his ships to make sure everything was fine."

Among the types of vessels Kahn operated were breakbulk, heavy lift and tankers. He was one of the first to carry grain aboard tankers and to operate civilian-crewed ships for the military.



Ten boatmen from Moran Towing of Texas attended a week-long training session at the Lundeberg School. They are (from left, kneeling) Alan Self, Lee Rogers, Bob San Antonio, Mark Taylor, Charles Tuck, (second row) Craig Arnaud, Jim Brown (instructor), Lou Barra, Mark Burger, Douglas Crawford and Brett Currence.

Paul Hall Center Provides Seminar For Upgrading Moran Boatmen

Ten SIU boatmen who sail for Moran Towing of Texas upgraded their seamanship skills during a one-week seminar last month at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

The boatmen—all captains or licensed officers—received concentrated training in hazardous-materials handling as well as how new regulations created by the International Convention on Standards of Training, Certification and Watchkeeping (STCW) for mariners and the Oil Pollution Act of 1990 affect them on the job. During their training at the school—which was specially designed for them by Lundeberg School instructors—the Moran boatmen also studied rules-of-the-road, radar, bridge management and shiphandling.

"I believe that I will use all of the information as soon as I get back onboard," **Craig Arnaud**, who sails as chief mate aboard the *Cape Charles*, told a reporter for the *Seafarers LOG*. "Instructors Byron Cummings and Jim Brown really presented the material well. I found the shiphandling and radar sessions to be the most fascinating. The seminar provided us with important material that is essential in order for us to perform our jobs in a safe manner," added Arnaud, who has been an SIU member for 10 years.

Douglas Crawford, who joined the union in 1981, was very enthusiastic after completing his third Moran seminar at the Lundeberg School. "I have always

benefitted from attending the training, and I am glad I had another opportunity to come to Piney Point. The instructors are very informative and helpful, and the knowledge they provide me with is invaluable," stated the 36-year-old chief mate, who sails aboard the *Sheila Moran*.

Noting the importance of the opportunities available at the Lundeberg School, **Brett Currence**, who sails as chief mate aboard the *Doris Moran*, said "This is an excellent learning environment with good instructors. I think that Piney Point is something that all SIU members need to take advantage of. It makes the industry a lot safer and Seafarers better mariners when we stay educated," said Currence, who joined the union in 1990. With his graduation from the course, the chief mate has participated in two of the four Moran specialty courses conducted at the school.

Other Moran boatmen who attended the Lundeberg School training included Captain **Charles Tuck** and Second Mate **Lee Rogers** of the *Doris Moran*; Captain **Mark Burger** and Chief Mate **Alan Self** of the *Joan Moran*; Captain **Mark Taylor** of the *Cape Charles*; Captain **Louis Barra** of the *Sheila Moran*; and Captain **Bob San Antonio** of the barge *Florida*.

Quality Work

The knowledge gained by the SIU members at the Paul Hall Center has contributed to the high quality of their work, according to

Larry Eaves, Moran vice president and general manager. "Everyone comes away from these sessions with a much broader sense of knowledge. We all get a lot out of the information conveyed by the center's expert instructors," added Eaves, who also served as an instructor on company policy and procedure.

Eaves was joined by Herb Walling, manager of environmental protection safety and training for Moran. "In a relatively short period of time, we were able to cover a broad range of topics. One of the advantages of bringing the guys to Piney Point is that the school provides a relaxed atmosphere with minimal distractions. It is very conducive to learning, and I feel we accomplished quite a bit," said Walling, who also sat in on the classes presented by the Lundeberg School staff.

Walling added that another benefit of the seminar is that union members and management get a chance to talk with each other away from the job. "By attending the classes together, we as management are able to communicate the importance of safety in the workplace. Our employees know that we back and support the effort toward safety and are able and willing to participate in what it takes to make their jobs safer," Walling stated.

Walling noted that due to the positive response and increased knowledge gained as a result of the Moran class, the company plans to continue to expand the training on an annual basis.



Mark Burger reviews charts during the bridge management part of the course for Moran boatmen.



With the help of the Lundeberg School's simulator, Lee Rogers learns how to sail into different U.S. ports.

Seven Students Awarded Scholarships in 1996

SEAFARERS



"A teacher's importance in our society can never be overstated."

James World

JAMES WORLD, 29, was awarded a four-year scholarship for \$15,000. The deep sea member looks forward to a promising career as a teacher and credits the SIU for helping him achieve his goals.

Following his 1985 graduation from high school in New York, World began his undergraduate studies in business and physics in Buffalo, N.Y. but at that time was not really focused on his future. He then took additional courses at a community college in New York, realizing "that no matter what my future, they would prove a valuable asset." During the fall of 1989, he continued in school and began work at a local YMCA as a lifeguard and swim instructor and also volunteered time assisting in the day care department. It was at this point that he realized that working with children was the most important part of his life. "I found being an effective, positive influence on a child's life to be a deeply fulfilling and rewarding experience," he stated.

Now focused on a goal, he began searching for a means to repay his debts and return to school.

Enter the SIU. World heard about the trainee program at Piney Point and, in 1991, became a graduate of class number 478. He caught his first ship, the *Equality State*, out of Bremerhaven, Germany. After nine months, he returned to the Lundeberg School to upgrade his rating to AB. He last sailed as an AB aboard the *Samuel Cobb* and hopes to continue working aboard SIU ships during the summer months when classes have finished.

Of his maritime endeavors, World says, "The merchant marine has taught me perseverance and responsibility and has sharpened my desire to make a positive impact on the world." He also stated that sailing "has been an education I never would have gotten from any amount of schooling."

World first applied for a scholarship last year. He was selected as an alternate, but this did not stop him from continuing his studies—earning a 4.0 grade average—and applying for the stipend again this year. "It's worth it to keep trying," said the AB, who plans to use his scholarship money to complete the last two years of his bachelor's degree at the State University of New York (SUNY) in Genesee and then go on to graduate studies in his chosen field.



"Who I am and what I have to share makes a difference."

Viveca Echeverio

VIVECA "VICKY" ECHEVERIO is another example of a Seafarer with a great deal of perseverance. This is the third year the steward department member has applied for the union's scholarship program. But she never became discouraged when she was not selected as a recipient. Rather, she moved ahead, continuing a pre-nursing program at Santa Rosa Junior College in California. She reapplied for the scholarship this year and was

Since the Seafarers Welfare Plan issued its first scholarship awards in 1953, almost 250 SIU members, their spouses and their dependents have used the stipends to further their educations.

In introducing the program, the union wanted to make sure that Seafarers and their family members who were qualified to attend a college, university or technical school would have the financial means available to do so.

That philosophy continues today as seven more people—three Seafarers and four daughters of SIU members—can better plan their financial future, thanks to their being awarded Seafarers Welfare Plan scholarships.

awarded \$6,000 which she will use to enter a two-year associate nursing program at that same college. "It sure will make finances a bit easier," she happily reported to the *Seafarers LOG*.

Born and raised in Maryland, she finished her senior year of high school in Oregon before spending two difficult years at Linfield College in that state. She then entered the trainee program at Piney Point in 1983 "and began what has been my true education and incredible adventure." Her first ship was the *Sea-Land Economy* on which she sailed as a steward assistant. She returned to the Lundeberg School the following year to upgrade to cook/baker.

The 32-year-old deep sea member feels happy and at home on the sea. But what she loves most about being a Seafarer is not so much the job or the routine; it is the positive effect she has on those around her. "Somehow who I am and what I have to share makes a difference," Echeverio reflected. "That's what I enjoy the most, and in the nursing field I think it could be utilized in wonderful ways."

"I hope to be a graduate, a certified RN, and back on the seas by the year 2000," said Echeverio in looking toward the future.

The steward department member has sailed aboard *Sea-Land Service* vessels and on the cruise ships *SS Independence* and *SS Constitution*. Her most recent trip was aboard Energy Transportation's *LNG Leo*. She especially appreciates all the support she received from the crewmembers and officers in the LNG fleet in her change of careers.



"My only wish is to... become an asset to the community."

Riamoniko G. Sturm

RIAMONIKO "RIA" G. STURM also has the dream of becoming a registered nurse. The 26-year-old plans to use her two-year, \$6,000 monetary award to continue her medical assistant program studies at Kapiolani Community College in Kaumuki, Hawaii, which she began this spring.

But, like many people, Sturm was not always so sure of her future. She graduated from high school in 1987 and received a seminary scholarship to attend Brigham Young University in Hawaii. "Unfortunately, I had no idea where I was going and what path I wanted to major in," she wrote in her scholarship application. She moved to New Zealand for 18 months and returned to Hawaii in 1989, whereupon she started to work as a waitress aboard American Hawaii Cruises vessels, the *SS Constitution* and *SS Independence*. "I intended to work for them for only a couple of months," she stated, "however, a couple of months turned into five years. I dis-

covered I really loved the people I worked with and the passengers I got to meet." But as much as she loved the work, Sturm felt the need to further educate herself and attain higher goals. She credits the SIU and American Hawaii Cruises for their support in her pursuit of her desire to become a registered nurse and help those in need.

"My only wish is to fulfill my dreams and become an asset to the community," Sturm concluded.

DEPENDENTS



"When choosing a career, do something you love."

Rachael Ann Olson

RACHEL ANN OLSON is heeding the words of her grandfather and hopes to become an equine surgeon. The 18-year-old relates that her grandfather always said, "When choosing a career, do something you love." For her, the choice was easy. She loves animals—horses in particular—and science.

The road Olson must take to realize her goal includes four years of undergraduate studies, either in biology or pre-veterinary medicine, and four years of graduate school. She plans on using her \$15,000 scholarship winnings to attend Bates College (Lewiston, Maine); Drew University (Madison, N.J.) or the University of New Hampshire (Durham, N.H.).

Olson also has some college experience behind her. Last year she successfully completed an educational, career-exploration program at Tufts University in Grafton, Mass. which gave her an appreciation for the challenges that lay ahead in her chosen field.

The honors student will graduate this month from Spaulding High School in Rochester, N.H. She has been a member of the National Honor Society since her sophomore year, vice president of her senior class and editor of her class yearbook. Other extracurricular activities include playing on a softball team, being an accomplished horseback rider and performing volunteer community services and math tutoring. She recently received two awards from the United States Achievement Academy: a history and government award and an all-American scholar award.

Parents of this determined young woman are Roxanne and **Joseph John Olson**. Her father, a deep sea member since 1964, currently sails as a bosun aboard Transoceanic Cable Ship's *Global Sentinel*.

JENNIFER B. ELLINGSON will graduate this month from Oliver M. Hazen High School in Renton, Wash. She plans on pursuing a career in international relations with a concentration in writing from Brown University in Providence, R.I.

Hard work, dogged determination and a vision of the future were but a few of the attributes that enabled the seven scholarship recipients to be awarded a total of \$87,000 in university or college monies.

On May 3, 1996, a panel of educators, making up the Seafarers Welfare Plan's scholarship committee, met to select the scholarship winners for 1996. On this page are brief descriptions of the backgrounds and career goals of the seven college-bound students.

All of the scholarship recipients show great concern for the health and welfare of others. Each has announced his or her intention to use the stipend to help others as well as themselves.



"I am fascinated by other cultures."

Jennifer B. Ellingson

The 16-year-old already has some college-level experience, having attended a summer program at Harvard University where she studied social and ethical issues and philosophy. She also participated in another program in which she earned college and high school credit simultaneously by taking courses at Bellevue Community College in Bellevue, Wash.

"I am fascinated by other cultures and intercultural interaction," the honors student wrote in her application, "and writing is a passion which I feel complements my international goals."

But Ellingson's interests go beyond her career goals. She has been an active participant in her high school. She was on the track and cross country varsity teams, was elected senior class president and worked as an editor of her school paper. She also volunteered her time to work for a Red Cross Bosnia relief project, a homeless shelter and a food and blanket drive—among many other activities.

The multi-talented winner of a \$15,000 scholarship is the daughter of Gail and **Robert Duane Ellingson Jr.** Her father has been an SIU member since 1983, working in the inland division, mainly aboard NATCO dredges.



"I want to work with the real-life applications of chemistry."

Allison C. Russo

ALLISON CHRISTINE RUSSO has her sights set on becoming a chemical engineer for NASA. The 17-year-old already has a bit of experience in this area. Last year, she entered—and won—a contest sponsored by the federal space agency. The project was to plan a mission to Mars, including the spacecraft, materials, mission profile and an experiment to be conducted on the mission. For her experiment, she examined the dangers of over-exposure to solar radiation to biological molecules and organisms—and she got the opportunity to watch her ideas become a reality at the Jet Propulsion Laboratory in Pasadena, Calif.

"This experience taught me that yes, I do love science, and yes, I want to spend the rest of my life working in science," Russo stated. "Chemistry has always been the natural outlet for my interest in science, yet I do not desire to be a

chemist. I want to work with the real-life applications of chemistry, applying them for use in the world beyond the laboratory."

With her \$15,000 four-year scholarship, Russo plans to further her studies at the University of Pennsylvania (Philadelphia, Pa.) or the University of Washington (Seattle, Wash.).

This month, Russo will graduate from Holy Names Academy in Seattle. In addition to an outstanding academic record, including many advanced placement courses, honors and awards, she also has been a participant in various school activities—varsity lacrosse, swimming and soccer, tutoring, music lessons and community service, just to name a few.

She is the daughter of Shirlee J. and **Michael Frank Russo**. Her father, who has sailed on the deep seas since 1965, is a steward department member.



"Traveling has helped me understand, people."

Damtien Tchintchibidja

DAMTIEN TCHINTCHIBIDJA is interested in pursuing a career in international relations. At 19 years of age, she has already seen much of the world.

Tchintchibidja was born in Dapaong, Togo in western Africa. She traveled extensively with her parents (her father was a diplomat for Togo) and became fascinated by the world in which she lived.

That life came to an end with the untimely death of her father.

For the first years of high school, Tchintchibidja attended the French School of Beijing, China. This June she will graduate from James Madison High School in San Antonio, Texas. Attending an American school was difficult for Tchintchibidja in the beginning. Even though she had studied English, it took her some time to get adjusted—to think and reason in English. But the future diplomat has made great strides in overcoming any language difficulties and this year was enrolled in an honors English class. English now has been added to the other seven languages she speaks!

Besides being student council president, class president and leader of her church choir, the active senior plays soccer and volleyball and is involved in the German and French clubs. She also is a member of the National Honor Society.

"Traveling has been a great experience, exciting and rich in knowledge and discoveries," she stated. "It has helped me to understand, tolerate and respect people, their lifestyles, their customs and learn their languages."

Tchintchibidja realizes the need for a good education to attain her goals and will use her \$15,000 scholarship winnings to study for a degree in international relations from Georgetown University, George Washington University, American University or Catholic University, all in the Washington, D.C. area.

Her mother and stepfather, Francisca and **Alex Resendez III**, have supported their daughter in her quest for knowledge. Resendez, who first sailed aboard inland tugs and now works on deep sea vessels, has been an SIU member since 1969. He currently sails as a QMED aboard Maritime Overseas Corp's *Overseas Alice*.

ITF Aids Crew on 'Worst Ship Ever'

Romanian Bulker Riddled with Hazards

By the time the *Giurgiu* staggered into the port of Los Angeles in late February, it was hard to say which was greater: the number of cockroaches on the rust-ridden, Romanian-flag ship, or the number of safety hazards.

When U.S. Coast Guard inspectors boarded the ship, they wrote a seven-page list of violations, including the following:

- Inoperable lifeboat releasing gear
- Fire main system greatly reduced, lower-level fire systems inoperable
- Inoperable ship service generators
- Inoperable engine room vent closures

- Deck ladders missing rungs
- Severe water leakage from overheads into crew quarters
- Rocket and hand flares expired
- Cockroach infestation
- Missing navigational charts and other paperwork
- Insufficient, inedible stores (entirely consisting of two sacks of potatoes and two dozen loaves of stale bread) and non-potable water.

When the inspectors arrived, they witnessed the ship discharging sewage into the harbor because the ship's marine sanitation device did not work. Once aboard, they discovered that one crewmember had had his fingertips severed in a shipboard accident. Another had

sustained a broken rib resulting from a fall on deck, while a third suffered a hernia.

Additionally, the crew was owed two months of back wages.

The Coast Guard detained the ship for a month while repairs (costing nearly \$100,000) were made.

All of this prompted Ray Familathe, an inspector with the International Transport Workers Federation (ITF) who assisted the crew in Los Angeles, to say of the *Giurgiu*, "This ship was in the worst physical condition I have ever seen. Conditions were horrible. There wasn't enough food, and the drinking water was muddy and foul-tasting."

Familathe contacted the vessel's owner, ALBA Shipping of Romania, and secured the \$30,000 in back wages owed to the crew. He also demanded that the injured men, as well as a number of other crewmembers who wanted to sign off the *Giurgiu*, be sent home. The shipowner complied.

Familathe was assisted in his initial dealings with the crew by Wilmington, Calif.-based SIU Port Agent George Tricker.

Headquartered in London, the ITF is a federation of more than 400 transportation unions from around the world, including the SIU. The Seafarers Section of the ITF is engaged in an intense,



These were all the stores left on the Romanian ship when it limped into the port of Los Angeles.



Crewmembers on the *Giurgiu* attempt a quick paint-job on the house before U.S. Coast Guard inspectors arrive.

standard working and safety conditions found on runaway-flag vessels (whose owners seek to avoid the strict safety and environmental regulations, tax obligations and crews' wages of their own nations by registering their vessels in countries that operate an open ship registry as a source of income).

However, as demonstrated in the *Giurgiu* case, the ITF provides

assistance wherever needed, regardless of whether or not a ship is a runaway-flag vessel.

As another ITF inspector pointed out, substandard vessels are a common problem because some shipowners, even those who do not operate runaway-flag outfits, seek to maximize their profits by scrimping on everything from crew wages to stores to safety equipment.



In some spots, the vessel's deck was completely rusted through.

Duluth's Cheslak Retires After 29 Years With SIU

Following 29 years of service to the SIU, Delores Cheslak, secretary of the Duluth, Minn. hall, has retired and knows exactly what to do with her free time.

"I am going to do a lot of golfing, traveling and enjoying myself," she told a reporter for the *Seafarers LOG*.

On May 2, Cheslak was presented with gifts from several Great Lakes members and given a commemorative ship's wheel engraved with her dates of service to the SIU by Vice President Great Lakes Byron Kelley.

"Your years of loyal service have not gone unnoticed or unappreciated by me or by your membership who respect you to the highest degree. You will be a tough act to follow," noted Kelley during the ceremony.

The 67-year-old Duluth native will remain active in her home town but admits she will miss her career with the union.

"For 29 years the SIU has been my life. The guys on the ships have been like family. I bet I could personally write a chapter in each one of their lives," noted Cheslak.

One such member is Rudy Tahtinen Jr., a deck department member who sails from the port of Duluth, and has known Cheslak since he was a child when his father, Rudy Tahtinen Sr., sailed as a chief engineer. Tahtinen noted that his father would take him into the hall when he went there to fill out vacation forms or deal with medical claims.

"I just always remember Delores as being there," recalled Tahtinen. "I don't think there is anyone who won't miss her. If there was anything any of us needed, she was always the first to lend a helping hand in any way she could. I don't think that there was anything she wouldn't do for one of us guys. She was like a mother to me and she treated us all like family," noted Tahtinen, who presented Cheslak with a variety of golfing supplies upon her retirement to "keep her busy."

Cheslak resides in the same Duluth home built by her father where she was born and raised. While she never married, she noted that the members she helped with their vacations, medical



Delores Cheslak shows off the commemorative ship's wheel presented to her by Vice President Great Lakes Byron Kelley.

claims and union-related questions were her family. "I absolutely loved my job. I told everyone that I had the best job in the whole city of Duluth. I devoted all my time and energy into the SIU and I sure am going to miss my guys on the Great Lakes. The guys that I helped day in and day out. The guys who counted on me," she added.

"I would not trade one hour of my 29 years with the SIU. It has been wonderful and I will miss my sailors the most. I have never met, nor will I ever meet again, so many nice, generous and hard working men," concluded Cheslak.

"Delores was everything to members in Duluth," noted Arlene Cranston, director of seniority for the Great Lakes division and a friend of Cheslak for eight years.

"She was so much more than a secretary. She ran that office single-handedly. She collected dues, registered her own people, handled vacation filings, answered contract related questions. Most importantly, she was a friend to everyone. She literally did it all and will be missed immensely," Cranston added.



As the union representative in the western-most port of the Great Lakes, Delores Cheslak also met with members aboard their ships. This 1990 fitout photograph shows her posing with (from left) Bosun Mike LaFolle, AB Bob Hedine and Watchman Lowell Amundson aboard the *Charles E. Wilson*.

Crew Claims Officers Cast Stowaways Overboard

Canadian Authorities Investigate

Canadian police are investigating allegations that officers aboard a Taiwanese-flag containership forced three Rumanian stowaways overboard off the coast of Spain, sending them to their deaths, according to a report by *The Washington Post* Foreign Service.

As the *Seafarers LOG* went to press, the *Post* reported that one of the stowaways allegedly was stabbed repeatedly before being thrown overboard. A fourth stowaway, reportedly hidden and fed by the *Maersk Dubai's* unlicensed crew, survived.

The newspaper indicated that eight horrified Filipino crewmembers reported the alleged incidents, said to have taken place in April, via a letter sent to the Reverend Randy Albano, a port chaplain based in Houston. Albano, a native of the Philippines, faxed the letter to Canadian authorities and to the International Transport Workers Federation (ITF).

When the *Dubai* reached Halifax, Nova Scotia, Canadian port police, immigration officials and an ITF inspector boarded it. According to the *Post*, the crewmembers said the ship's Taiwanese officers wanted to throw the stowaways overboard, but the crew at least convinced them to allow a raft to be built. The stowaways were given small provisions of food and water and sent on the raft made of oil drums,

rope and wood. They reportedly perished soon afterward, as the raft did not hold.

One crewmember, in an interview with a Canadian television news reporter, said the third stowaway was stabbed on deck, then tossed into the sea. The *Post* quoted the crewmember as saying, "I see this person screaming, crying, kneeling down, begging for his life. [The officers] ignored everything."

ITF inspector John Parsons noted that Canada typically charges shipowners a \$5,000 bond for every stowaway turned over to immigration authorities. This suggests it is possible the stowaways were killed to save money, he told the *Post*.

The newspaper indicated there was some question about Canada's legal authority to prosecute this case because the alleged incidents took place in international waters. However, a lawyer who represented the Filipinos after they left the ship told the *Post* that his reading of the law allows prosecution, and an ITF source told the *LOG* that Canadian authorities had, in fact, seized the vessel.

At press time, the crewmembers and the stowaway were in the custody of immigration officials.

The *Maersk Dubai* is owned by Yangming Marine Transport Corp. of Taipei, Taiwan. It was built in 1983.

Seafarers Ready Overseas New York To Transport Alaskan Crude Oil

Seafarers aboard the *Overseas New York* are ready to sail after spending more than a month preparing the tanker to carry Alaskan North Slope oil.

The crewmembers expressed these sentiments to SIU President Michael Sacco and Secretary-Treasurer John Fay when the SIU officials inspected the vessel last month while they were attending an AFL-CIO executive council meeting in Portland, Ore.

"The ship looked great," Sacco stated. "The crew has done a wonderful job, and they are raring to go. I was really impressed with their efforts."

Sacco and Fay met with Seafarers following a ceremony on the ship's deck attended by the full crew as well as representatives from Maritime Overseas Corp., which operates the tanker, and BP America, the largest producer of Alaskan North Slope crude oil.

The galley gang, headed by Chief Steward **Barbara Jean Stevenson**, prepared a spread for the ceremony, which included hors d'oeuvres, salads and a cake. Crewmembers also provided visitors with tours of the ship.

The Maritime Overseas vessel, which had been in extended layup in Portland, was crewed by Seafarers in April when President Clinton issued a memorandum that the export of Alaskan North Slope crude oil would be in the national interest.

When Congress passed legislation last November ending a 23-year ban on exporting Alaskan oil, the measure included a stipulation that none of the crude could go overseas unless the president determined whether such a move would help or harm America's economy and energy independence.

When he released the memorandum, the president said, "Permitting exports will generate up to 25,000 new jobs." The crewing of the *Overseas New York* is the first example of new jobs being created for Seafarers, thanks to the lifting of the export ban. The SIU had supported the measure to export Alaskan North Slope oil as long as it was carried aboard U.S.-flag tankers.

Crewmembers aboard the *Overseas New York* are expecting to set sail sometime this month. The vessel could be used to transport oil to refineries in Japan, South Korea or Taiwan. It also could carry crude from Alaska to West Coast ports as part of the Jones Act trade.



SIU President Michael Sacco addresses crewmembers aboard the *Overseas New York*. Listening are Steve Marshall (center), BP Oil Co. vice president, and Bob Johnston, Maritime Overseas Corp. vice president.



ABOVE LEFT AND ABOVE: After preparing the food, the galley gang of SA Martin Qader, Chief Steward Barbara Jean Stevenson and Chief Cook Joan Riley shows off its work.



LEFT: Getting ready to dig in are ABs Jay Dillon (left) and Rick Patek.



SIU Pres. Michael Sacco (left) tours the tanker with Bosun Marc Lamar.



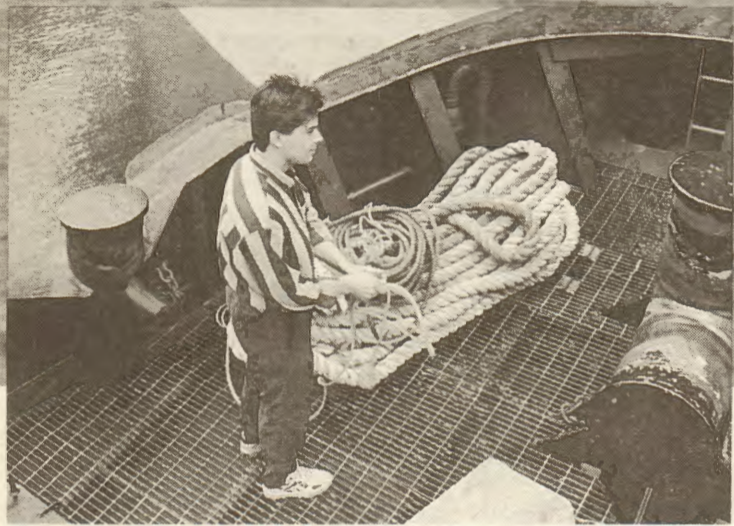
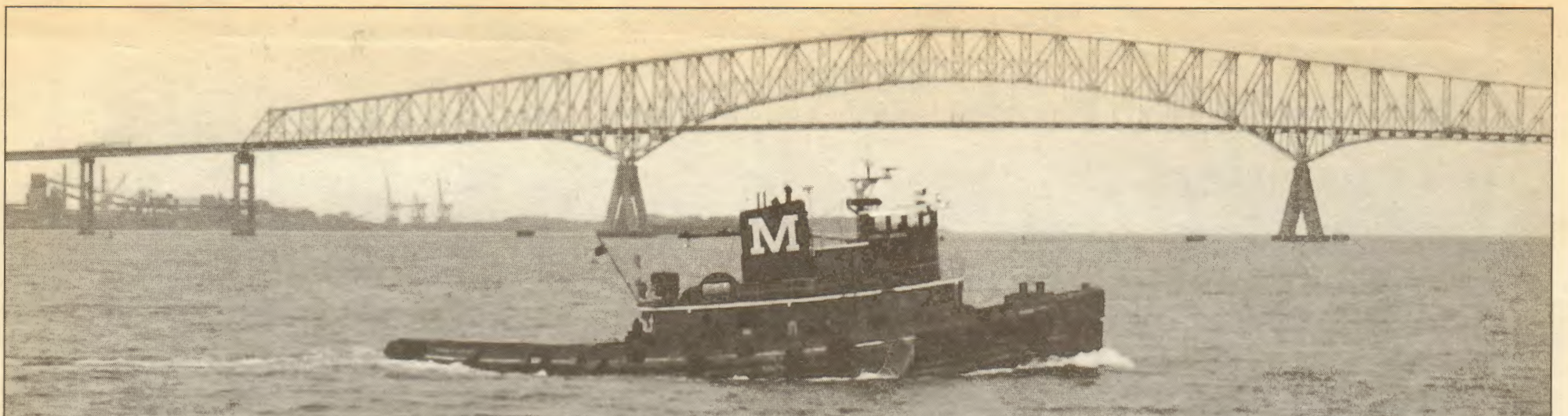
Taking part in a shipboard union meeting are SIU Secretary-Treasurer John Fay and Pumpman Gilbert Millsap.



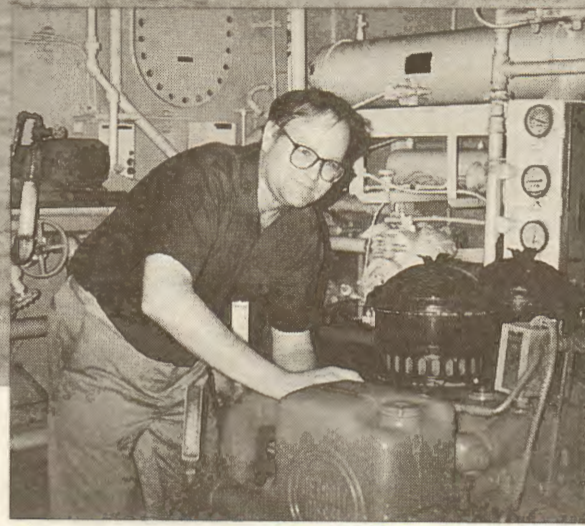
AB Don Rico listens as SIU President Michael Sacco discusses maritime policy with the crew.



Crewmembers aboard the *Overseas New York* take time off from preparing the tanker for service to pose with SIU President Michael Sacco and Secretary-Treasurer John Fay while the ship is in the Portland (Ore.) Shipyard.



Deckhand Eugene Golubev prepares to secure a line aboard the tug *Cape Romain*.



Engineer John Hitchcock says working aboard Moran tugboats "feels natural."



Returning from a job in Curtis Bay is Gary Lavinder, engineer on the *Diana L. Moran*.

Moran Boatmen Do Bustling Business in Baltimore

Two Seafarers-crewed Moran tugs ease from their berths near downtown Baltimore and then motor across the Patapsco River en route to Curtis Bay, near the city's inner harbor.

The SIU boatmen's assignment on this overcast afternoon is undocking a massive containership positioned in what one Moran crew member describes as "tight quarters."

Indeed, there is little room for the *Diana L. Moran* or the *Cape Romain* to maneuver around the large vessel, and the depth finder aboard the *Romain* indicates that the tug is only 10 feet from the bay's bottom. But the tug captains carefully bring the boats perpendicular to the larger craft, on the ship's port side.

On each tug, an SIU deckhand grabs one end of a thick, heavy rope and then tosses it to the ship. Even before the lines are secure on the containership, the tug captains stay in constant contact with the harbor pilot as well as each other, using both radio communications and a series of whistles until they finish the job.

As the *Diana L. Moran* pushes near the ship's stern, the *Cape Romain* pulls near the bow. Slowly, the vessel is positioned to exit the bay. The tugs then assist the ship to a clear position, whereupon their work is complete — for the moment, anyway.

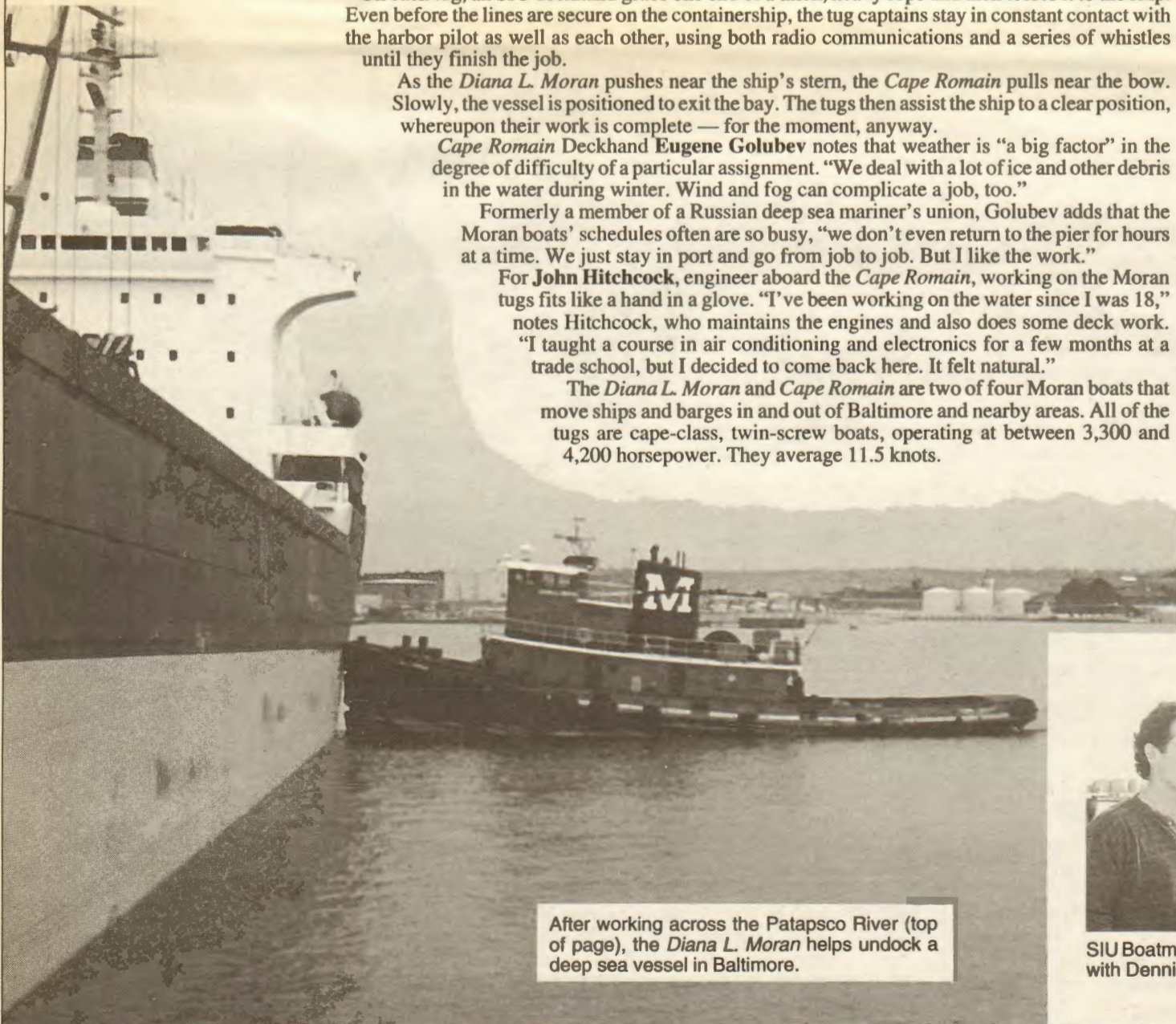
Cape Romain Deckhand Eugene Golubev notes that weather is "a big factor" in the degree of difficulty of a particular assignment. "We deal with a lot of ice and other debris in the water during winter. Wind and fog can complicate a job, too."

Formerly a member of a Russian deep sea mariner's union, Golubev adds that the Moran boats' schedules often are so busy, "we don't even return to the pier for hours at a time. We just stay in port and go from job to job. But I like the work."

For John Hitchcock, engineer aboard the *Cape Romain*, working on the Moran tugs fits like a hand in a glove. "I've been working on the water since I was 18," notes Hitchcock, who maintains the engines and also does some deck work.

"I taught a course in air conditioning and electronics for a few months at a trade school, but I decided to come back here. It felt natural."

The *Diana L. Moran* and *Cape Romain* are two of four Moran boats that move ships and barges in and out of Baltimore and nearby areas. All of the tugs are cape-class, twin-screw boats, operating at between 3,300 and 4,200 horsepower. They average 11.5 knots.



After working across the Patapsco River (top of page), the *Diana L. Moran* helps undock a deep sea vessel in Baltimore.



Ready for the next assignment are Deckhand Butch Arabski (left) and Mate Leon Mach.



Mate Tony Roman reports to the *Diana L. Moran* in Baltimore.



SIU Boatman Bob Walker (left) discusses a union matter with Dennis Metz, Baltimore port agent.

Labor Briefs

Steelworkers Bring Fight for Justice To Memorial Weekend Car Races

Steelworkers took advantage of the media coverage paid upon two automobile races held Memorial Day weekend to call attention to the fact Bridgestone/Firestone still has not rehired 700 union members as called for by the National Labor Relations Board (NLRB).

Members of the Steelworkers distributed black flags to fans attending the Indianapolis 500 and the U.S. 500 in Brooklyn, Mich. because Bridgestone/Firestone had committed vast resources to advertise during the contests and to win the races. In auto racing, a black flag is used to stop any vehicle for a violation of the rules.

"We are dropping the 'black flag' on Bridgestone/Firestone, first at the Indianapolis 500 and then at its rival race, the U.S. 500, in the days leading up to and including Memorial Day weekend," USWA President George Becker announced.

The Steelworkers' 'black flag' campaign will request that consumers not buy Bridgestone/Firestone products or use services offered by the company. These include tires, golfing equipment, sporting goods and auto repairs at MasterCare centers around the U.S. According to Becker, the campaign will continue until all workers have returned to work with back wages and until an equitable contract is negotiated.

In July 1994, after the company refused to negotiate a fair contract, 4,000 Steelworkers walked off the job. Ten months later, workers halted the strike. However, during the walkout, the company hired 2,300 scabs. The current fight is over the rehiring of 700 steelworkers. The NLRB ruled in November 1995 that the strike was partially due to the company's unfair labor practices.

"Bridgestone/Firestone is a poster child for corporate greed and irresponsibility," said Becker. "This is an abusive employer who illegally replaced 2,000 workers during an unfair labor practice strike and who has put those workers and their families through 22 months of hell."

AFL-CIO President John Sweeney pledged the federation's "full support and participation" in the USWA 'black flag' campaign.

According to Becker, the Steelworkers chose the Indy car races as a target campaign because the company is spending more than \$20 million a year in an attempt to win the races using Firestone tires. In order to convince the race fans to buy the tires, they market them as "America's tires."

Becker noted that the entire advertising campaign being waged by Bridgestone/Firestone is "phony" because the tires it supplies to the race cars have been changed from tires made by union workers in Akron, Ohio to ones made solely in Japan.

Battle for 'Living Wages' for Women Concentrated at Wal-Mart and Kmart

Last month, the United Food and Commercial Workers (UFCW) sponsored a nationwide protest against Wal-Mart and Kmart stores to highlight the companies' position against an increase in the minimum wage and to encourage shoppers to go elsewhere to purchase Mother's Day gifts.

AFL-CIO Executive Vice President Linda Chavez-Thompson and UFCW President Douglas H. Dority attended a protest in Portland, Ore. Similar events were held at 50 stores around the country.

"If the wage floor sinks, all wages fall," Chavez-Thompson noted. "A minimum wage increase will help lift all workers, particularly women workers, to living wages—wages that can feed our families."

Women earning low wages make up a majority of workers at the two retail chains. Kmart and Wal-Mart have been campaigning with their trade associations against a proposal to raise the minimum wage from \$4.25 (which was set in 1991) to \$5.15 by 1998.

"For millions of working women, Mother's Day 1996 will simply mark another day in the endless struggle to support their children with jobs that pay poverty-level wages," Dority told the Oregon gathering.

"For all the advances that millions of working women have made over the past 20 years, the majority of women workers remain in low-wage jobs in low-wage industries with little hope for the future," the UFCW president added. "Women are still exploited as a pool of cheap labor for America's giant low-wage industries like retail."

Approximately 60 percent of minimum-wage workers are women.

New Contracts Mean Popular Foods Still Produced by Union Members

Two major brand names commonly found on store shelves nationwide remain in the union fold after members ratified new contracts.

Members of the United Food and Commercial Workers (UFCW) approved a new four-and-a-half year contract that covers 2,100 production and maintenance workers at the Oscar Mayer Foods plant in Madison, Wis. The agreement includes a signing bonus and wage increases throughout the life of the contract. The new pact continues a goal-oriented bonus program that calls for annual payments for all UFCW workers at the plant if certain targets are met in areas such as safety, waste reduction, attendance, efficiency and production.

Workers represented by Bakery, Confectionery and Tobacco Workers (BCT) at Keebler Company plants in Cincinnati, Denver, Grand Rapids, Mich., and Macon, Ga. also have ratified a new four-and-a-half year contract which union President Frank Hurt called a "major union-preserving contract."

The contract calls for 1,800 workers at the plants to receive hourly increases. The BCT workers also will receive an increase in pension contributions.

"This is a significant victory for this union and our members at Keebler, as we negotiated significant gains without making major changes in the contract," said BCT Secretary-Treasurer Gene McDonald. "The agreement provides job security for our members at Keebler into the next century."

According to McDonald, following the successful negotiations, workers at the one nonunion Keebler plant in Florence, Ky. would "soon be part of the BCT family."



After hoisting the garbage cans filled with water and food aboard their boat, the Brazilian fishermen wave thanks to the OMI Ranger crew for their help.

OMI Ranger Provides Assistance To Stranded Brazilian Fishermen

Four stranded Brazilian fishermen received food, water and other assistance when the SIU-crewed OMI Ranger responded to the fishing boat's distress call in the Atlantic Ocean off the coast of Brazil.

The OMI Ranger was en route to Argentina to pick up a load of vegetable oil to carry to China when Captain Mike Herbien received a mayday call from the Brazilian fishing vessel *Espirito Santos*. The vessel's engines had failed and the crew had lost all steering capabilities.

"The captain immediately called the engine room and notified us that the OMI Ranger would be altering course and we needed to prepare the engines to slow and commence a Williamson turn which is commonly used in a rescue situation," OMI Marc Poniatowski told a reporter for the *Seafarers LOG*.

As the vessel prepared to approach the fishermen, Radio Officer Craig Coffaro notified the Rio De Janeiro radio station that the vessel, operated by OMI Corp., had been called in to assist the crew of the *Espirito Santos*. The OMI Ranger was asked to standby until the Brazilian navy was notified.

"Once we got close enough to the fishing vessel, Chief Engineer Julio Custode, who is from Ecuador and speaks Spanish, came down to speak with the cap-

tain of the fishing vessel. While the fishermen spoke Portuguese, the native language of Brazil, and the chief engineer spoke Spanish, the two languages are closely related and they were able to communicate adequately," noted Poniatowski.

Mr. Brito, the captain of *Espirito Santos*, gave the chief engineer the number to the fishing boat's owner who was contacted immediately and informed of the situation. Additionally, Captain Herbien had received word that two Brazilian navy boats were on their way to help the fishermen.

According to Poniatowski, the *Espirito Santos* crew was in no real danger even though it was discovered that the four fishermen were completely without water and food.

"The weather was nice, seas were calm and, outwardly, their vessel was in good shape. Physically they were fine but I'm not sure how long they would have survived without water and food," Poniatowski stated.

"We really couldn't understand how they could be without food and water and just about everything else and be relatively close to their native home," Poniatowski stated.

Steward/Baker Neville Johnson Jr., Chief Cook Jorge Bernardez and SA Brett Randall gathered pasta, rice, beans and cookies and bottled 25 liters of water to pass to the vessel. The steward department members packed enough supplies to last the fishermen four days, even though the two boats from the Brazilian navy were set to arrive in approximately 12 hours. The OMI added that Captain Herbien suggested that members of the engine department help the Brazilian fishermen fix their engines. However, the captain of the *Espirito Santos* politely refused, stating that they would wait for assistance from their navy.

"We loaded all of the provisions and water into garbage bags and tightly sealed them into large plastic trash cans. We passed them over to the fishermen using the hook that we use to lower the gangway," recalled the 1991 Piney Point graduate.

The OMI Ranger was released from the scene after it was officially determined that the *Espirito Santos* was in no danger. "The



Standing by to render assistance to the stranded fishermen are OMUs Jesse Canales (left) and Marc Poniatowski.

anchor was holding fast, the weather forecast for the next 24 hours was good and the crew had enough provisions. Both the captain of the fishing vessel and the master of the OMI Ranger agreed that it would be safe for the us to depart due to the scheduled arrival of the Brazilian navy," stated Poniatowski.

"The fishermen were thankful, I am sure. We really helped them out. Who knows what would have become of them if the weather was bad or if we hadn't heard their call for help," concluded the OMI, who sails from the port of New Orleans.



Chief Cook Jorge Bernardez (left) and Steward/Baker Neville Johnson Jr. relax on deck after preparing food and filling bottles of water for the stranded fishermen.



Enjoying lunch in the galley aboard the OMI Ranger following the rescue effort are (from left) AB Ivan Aguilar and AB Julio Sequeira.

Matson CEO Proclaims Jones Act 'Backbone of the American Maritime'

Mulholland Urges Continued Support for Nation's Cabotage Laws During 1996

I am extremely honored to be selected as the Paul Hall Memorial Lecturer this year. As a U.S. mariner and president of the Seafarers International Union, Paul Hall knew the importance of the United States merchant marine and devoted his life to ensuring that it was the best merchant marine in the world. He worked to bring the U.S. maritime industry together. Now, more than ever, we need to follow his example and stand together in support of our industry.

I am here to talk to you about

the Jones Act, the law that forms the backbone of the American maritime industry.

The last year has been an unusual one for the Jones Act. For more than 75 years, this law has drawn little attention outside of our industry. However, last summer, all that changed. In fact, let me bring you back to the summer of 1995, just nine months ago, and remind you where our industry stood.

Last summer, the national publicity regarding the Jones Act was overwhelmingly negative.

A study of newspaper stories during the first half of 1995 showed that about 85 percent of those Jones Act stories were unfavorable. Without a single industry voice, our side of the story was not even presented in most stories.

The situation on Capitol Hill was equally troubling.

The Merchant Marine and Fisheries Committee, long a defender of the Act, was gone, a victim of the Republican Revolution. "Deregulation" was the buzzword in the halls of Congress. Then last August, Rep. Walter Jones Jr. sent a jolt through our industry with a letter to his colleagues calling for the demise of the Jones Act.

And finally, while our opponents had created an organized and well-financed coalition targeting the end of the cabotage laws, our industry had no countervailing force. We were like an Army with many soldiers but no command and control structure.

Enough of the bad news, though, because this is a story of success—how an industry rose to the occasion, organized itself and fought back. It is not just a lesson about the Jones Act. It is a lesson about the extraordinary might of this industry when its collective elements put aside differences and work toward a common goal.

Of course, I am referring to the Maritime Cabotage Task Force, the largest, broadest-based coalition in the 200-year history of the American maritime industry.

Formed in September of last year, its 400 members now represent millions of American workers throughout the United States. A highlight of the Task Force's accomplishments occurred on April 15 with the circulation of a "Dear Colleague" letter signed by all 14 members of the Merchant Marine Panel of the National Security Committee. To say that this action must be discouraging to our opponents would be a great understatement.

Our opponents have spent a year promising introduction of comprehensive reform legislation. In fact for the last year, they have been predicting the bill will be introduced "in a few days." At the same time that they are claiming overwhelming support, they have faced enormous difficulty finding a single member of Congress to introduce their bill.

The public relations landscape has completely changed. Now the unfavorable story is the exception rather than the rule. Our side is being presented. Proactive news stories promoting the importance of the Jones Act are appearing in newspapers and on radio and TV. These stories do more than just help sell the Jones Act. They help create a favorable impression for our entire industry.

Let me focus on a development that is particularly exciting to me—the growing recognition by America's national security community of the military importance of the U.S. merchant fleet.

It is difficult to overstate the significance of the public endorsement of the Jones Act by the Coal-

ition for Peace Through Strength, an umbrella organization of 171 pro-defense organizations.

And consider the extraordinary importance to our industry, and the public perception of it, when 61 retired Navy admirals—including five former Chiefs of Naval Operations—stand by our side. These admirals told Congress that America's national maritime infrastructure—domestic ship operators, shipyards and seafarers—and I am quoting now, "constitute the true source of our [nation's] maritime power."

A task force study this spring concluded that the critical mass of America's domestic maritime industry is the key to U.S. military sealift. Put another way, if you were to lose the domestic fleet, you would create an enormous, perhaps irreparable, gap in our nation's military transportation system. The real victory for us is not this conclusion—we have all

and that provides direct economic impact of \$15 billion each year.

We have been able to explain to our congressional leaders the importance of maintaining a reliable, skilled, experienced seafarer base. The benefit of this base to national security is self-evident. It does no good to mobilize ships if there are no trained mariners ready to crew them. Accounting for 87 percent of all shipboard jobs in the U.S.-flag merchant marine, the domestic fleet provides employment for merchant seamen when they are not needed for government service. It is far and away the most cost effective method of providing a ready reserve of vessel and manning capacity at no cost to the government. And the same argument can be made for the critically important U.S. shipbuilding and repair industrial base. Without a domestic fleet, the size of the build and repair industry would diminish dramatically, and the

"We are the best sealift bargain around. We are the 'true source of America's maritime power.'"

recognized the importance of the merchant marine. The victory is that for the first time in my memory the national security community is publicly recognizing it too!

Using the task force as a vehicle, we have taken our message to Congress in a structured, disciplined way. Thanks to a recent study initiated by the American Waterways Operators, we now can talk knowledgeably about the economic benefit of the cabotage business.

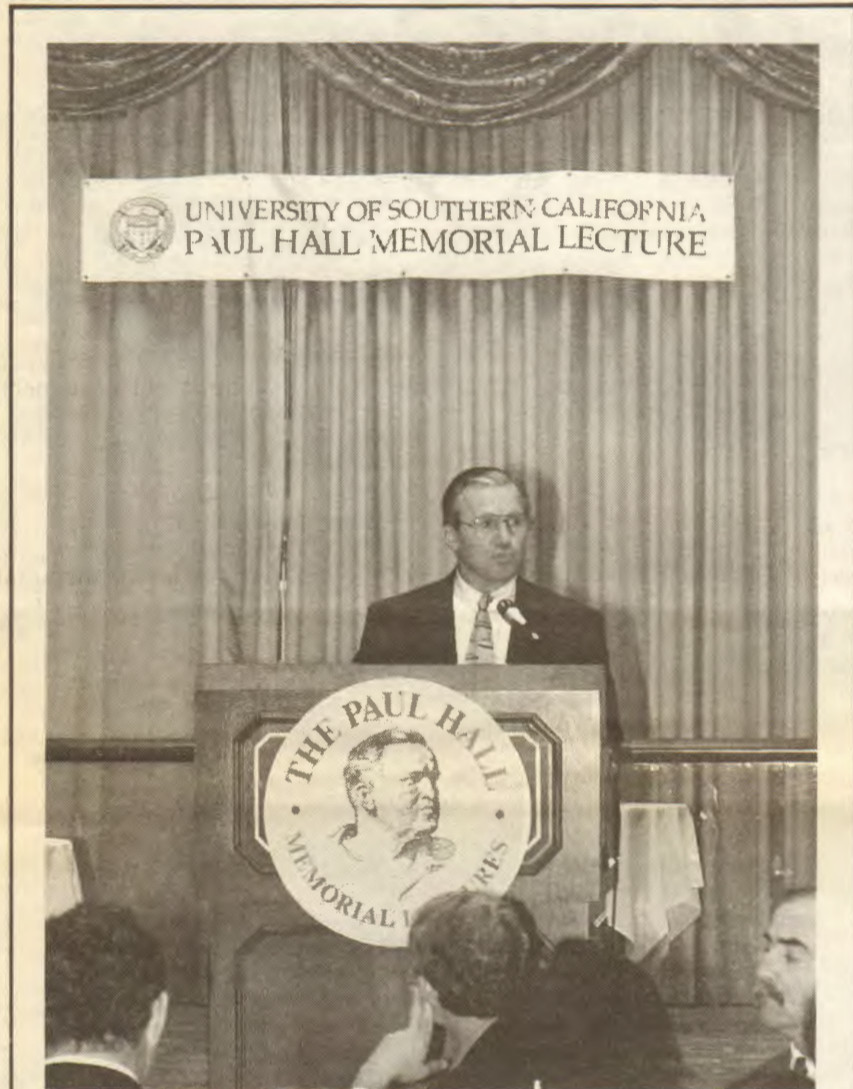
We can talk about a fleet that moves a billion tons of cargo annually and 80 million passengers; a fleet that includes more than 44,000 vessels and employs approximately 124,000 individuals; a fleet that represents an investment of \$26 billion by American companies

military consequences are obvious.

And we have driven home the message in more than 100 meetings with members of Congress and their staffs that the environment and safety benefits of retaining the cabotage laws are extraordinary.

Ladies and gentlemen, for the last year we have watched our opponents make a series of bold predictions. These predictions have one thing in common—they have not come true. So let me take my turn and make some predictions of my own:

I predict we are going to win the fight over the Jones Act! Not only are we going to win, but we are going to end this battle stronger than ever before. I am confident that when the Jones Act fight concludes, the Congress will



Matson President and CEO Bradley Mulholland tells the audience attending the 1996 Paul Hall Memorial Lecture that the Jones Act serves the nation economically, environmentally and militarily.

Delivering the 1996 Paul Hall Memorial Lecture on May 16 in Washington, D.C. was a man very familiar with the U.S.-flag deep sea maritime industry.

C. Bradley Mulholland has spent his entire business career working with the one company he now serves as president and chief executive officer, Matson Navigation Company.

The SIU-contracted company operates U.S.-flag containerhips and roll-on/roll-off vessels along the Pacific Coast and between the U.S. mainland and Hawaii and Guam.

Following his graduation from the University of Southern California, Mulholland started working with the San Francisco, Calif.-based company in 1965 as an assistant booking clerk. He rose through the ranks, becoming a vice president for Matson in 1979.

In 1986, the South Pasadena, Calif. native was named president of Matson Terminals, Inc., the company's largest and oldest subsidiary. He was promoted to executive vice president of Matson Navigation.

After becoming the company's chief

operating officer in July 1989, Mulholland was named president in April 1990. Two years later, he gained the title of chief executive officer.

The Paul Hall Memorial Lecture series honors the memory of the man who served as the SIU's principal officer from the late 1940s until his death in 1980. Hall was a believer in a strong U.S.-flag merchant marine and worked hard to maintain America's position as a worldwide maritime power.

The lecture series, which began in 1987, is part of the Paul Hall Memorial Endowment established at the University of Southern California. Started in 1981 by Hall's friends and associates in organized labor and the maritime industry, the endowment promotes maritime transportation educational programs. It also honors distinguished contributors to maritime transportation by bringing their thoughts and views to the public through the annual lecture series.

The complete text of Mulholland's address, entitled "The Jones Act: The Backbone of the American Maritime Industry," appears on these two pages.



U.S. Maritime Administrator Albert Herberger (left) discusses maritime policy with Bradley Mulholland before the Matson official presented the lecture.

Sharing a story are (from left) U.S. Maritime Administrator Albert Herberger, Bradley Mulholland, and U.S. Maritime Administrator Albert Herberger.

Industry'

Paul Hall Lecture

"America's cabotage laws provide critical national security, commercial, economic, environmental and safety benefits."



be better educated about its benefits, and the American public will better understand the importance of our industry.

Matson Navigation Company is one of many companies that has put its money where its mouth is when it comes to the Jones Act. We believe in the future of the U.S.-flag merchant marine and the Jones Act; we are investing in them every day. In July of 1994, we launched an American-flag vessel into a Pacific Coast Shuttle feeder service for U.S.- and foreign-flag ocean carriers operating in U.S. foreign commerce. In addition, this Shuttle carries domestic cargo between Los Angeles and Seattle, offering transit times and freight rates that are comparable with rail and truck transportation service in an intensely competitive market.

In addition, we recently purchased six American-built vessels from American President Lines which, when combined with the previous Matson fleet, now gives Matson a total of 15 U.S.-flag, Jones Act eligible intermodal dry cargo ships. In February of this year, we deployed these additional ships in an expanded Pacific service by initiating weekly westbound sailings to Guam. From Guam, these ships continue westbound to the Far East and return directly to the U.S. Pacific Coast full of Asian imports under a space charter arrangement with APL.

If you think the American domestic fleet is inefficient, spend some time with us at Matson. If you do not recognize the importance of skilled, well-trained seafarers, take a ride on one of our ships. If you don't think American shipyards can build a state-of-the-art vessel, come tour the R.J. Pfeiffer, built in America in 1992 and operating successfully in the Pacific trade today. If you think the industry is non-competitive, compare our Pacific Coast Shuttle rates on the West Coast's I-5 Corridor with truck and rail.

All of which brings me back to the Maritime Cabotage Task

Force. I think there are two lessons in particular that flow from our success:

The first is obvious. We are enormously stronger when we unite as an industry. Whatever our differences, we all have one thing in common: an investment in the health of the maritime industry.

The second lesson is the importance of marshaling the relevant information and presenting our industry's message in a concise, fact-based fashion. We must boil down our message to a few understandable themes and emphasize and re-emphasize them.

The Task Force's message—which you all have heard many times—is simple and concise: "America's cabotage laws provide critical national security, commercial, economic, environmental and safety benefits." Each of these sub-elements has been fleshed out and has been repeated to decision-makers to the point where the message, like an anchor, has begun to take hold. We must develop similar themes for our industry as a whole and drive them home with the public and with decision-makers.

In particular, there are three themes and messages on which our industry should focus in the years ahead. These are themes that go beyond the Jones Act and, once fixed in the minds of the public and our leaders, would benefit all of us. Or, put another way, the absence of these themes will heighten the difficulty in everything we attempt to do.

Theme No. 1—We must continue to emphasize the national security benefits of America's national maritime infrastructure. At Matson, we know about the national security importance of the merchant marine. Of the 39 Matson ships that served our nation in World War II, 11 ships never came home. Our industry lost a total of 733 American cargo ships to enemy action, and more than 6,000 civilian American seafarers gave their lives. The national security argument becomes even stronger as federal budget dollars become scarcer and the size of the Navy-owned fleet shrinks.

There are those who claim today's Jones Act carriers serve no national defense purpose. Recently, I read these two extraordinary sentences taken from a letter directed at certain members of Congress.

"We are a state-of-the-art industry — competitive, forward-thinking and progressive."

I quote, "The fact is that, from a national security standpoint, the vessel requirements of the military long ago diverged from those of the Jones Act market.

"Today, the Jones Act actually harms our ability to defend ourselves and to move goods to critical ports."

These incredible statements are not consistent with the real facts and, to me, represent a form of intellectual dishonesty or at best the myopic view of the uninformed.

I say this with strong conviction and with the knowledge that as I speak, the Matson containership *SS Ewa* is departing Seattle as part of a joint exercise named "Turbo Intermodal Surge '96" (Marine Forces Reserve) between Matson, American President Lines, Sea-Land and Military Sealift Command U.S. Transcom and Military Traffic Management Command.

In this exercise, APL and Sea-Land coordinated, loaded and moved the equivalent of a battalion strength of equipment originating throughout the U.S. to Matson's Seattle facility. There, the 500 TEU's of cargo in addition to 50 pieces of rolling stock (27 armored amphibious vehicles, 4-

greatest modern-day innovation in transportation since the invention of the airplane, but I wager very few Americans know that containerization was developed by U.S. domestic carriers. It led to cellular containerships, intermodal containers and specialized container-handling equipment. Containerization was the essential element in the development of intermodalism. Containerization and intermodalism have shortened the distance between suppliers and manufacturers and between manufacturers and customers, thereby saving consumers billions of dollars in transportation and distribution costs.

Think about it. We can take an Asian-built VCR, put it on a ship half a world away, and transport it seamlessly between different modes of transportation, tracking its position at every second. We can deliver it to a retail warehouse one day before it must move to the showroom floor; and we can do it for a fraction of the VCR's price. That is truly an extraordinary accomplishment that most Americans take for granted.

We are a state-of-the-art industry—competitive, forward-thinking and progressive. We must deliver this message as well.

Finally, Theme No. 3—We must publicize the low-cost of waterborne transportation today. A recent TV news report in Hawaii quoted our opponents as suggesting that the cost of goods there could drop by 40 percent if the Jones Act were repealed. That is an incredible statement since the cost of shipping typically is 5 percent or less of the retail cost of goods. Our worthy competitors at Sea-Land recently estimated that the shipping cost of a \$7 box of cereal in Hawaii is only about 14 cents, or 2 percent.

A May 1995 article in *The Washington Post* broke down the cost of a pair of athletic shoes that were manufactured in Asia and sold in New York. The shipping costs for those shoes, which sold for about \$70 in New York, was 50 cents, less than 1 percent. You do not need to be an economist to know that the value added by water transportation is far greater than the cost paid for it. That is a wonderful story. We simply must do a better job of telling it. And we are now spreading the word.

The Jones Act works. The battle to preserve it is not yet won, but together we can get our message across. Ladies and gentlemen, thank you for your attention and, again, for the great honor. I look forward to working with you as we face the many challenges ahead.

M-1, A-1 tanks) and other items were loaded to Matson's Jones Act containership.

The military cargo was loaded simultaneously with commercial cargo, allowing the vessel to still maintain its tight commercial schedule as part of Matson's Pacific Coast Shuttle Service.

In 56 hours, the vessel will travel over 1,100 miles to Los Angeles where it will be unloaded and the cargo will be made available in a matter of hours to the military for the completion of the exercise.

The Jones Act fleet is capable of moving large increments of military cargo, it has done so in the past, and it is doing so today. And it is doing it in a highly efficient, cost effective manner with high-tech location and control systems available like Automatic Equipment Identification and Satellite tracking.

We are the best sealift bargain around. We are the "true source of America's maritime power." That message must be effectively delivered because it will resonate with the public and decision-makers alike.

Theme No. 2—We must debunk the myth that the American maritime industry is bloated and non-competitive. The U.S. fleet has been at the forefront of innovation in the transportation industry. Containerization is probably the single



before the start of the Paul Hall Lecture in Washington, D.C. U.S. Rep. Neil Abercrombie (D-Hawaii), SIU President Michael Matson President and CEO Bradley Mulholland.



Dr. Robert Friedheim from the USC School of International Relations, which oversees the Paul Hall Endowment, presents Bradley Mulholland with a glass etching of the former SIU president.

Retiree Richard Koch Makes a Point

Exhibit at Paul Hall Center Showcases Lifelong Hobby

It may not be a typical hobby for a merchant mariner, but for retiree **Richard Koch**, needlepoint has been an important part of life for more than 70 years.

"I love it. The picture unfolds in front of me," explains Koch, who recently celebrated his 80th birthday. "Although, it's not something I do all the time. I'll stop for a couple of months, then start again. That may seem odd, but so many people who do needlepoint are the same way."

Despite the breaks, Koch, who retired in 1978, estimates he has produced hundreds of works since he first learned the craft around 1924. More than a dozen of them will be on display this month at the Paul Hall Center as part of an exhibit that will last approximately four weeks.

"It's beautiful stuff, really nice," says Paul Hall Center art instructor Bud Adams, who along with fellow instructor Elaine Stonebreaker is arranging the exhibit. "Richard's work is intricate and meticulous, and some of the pieces are very abstract. The delicate work is kind of a contrast to Richard; he's a salty character."

There is another surprise regarding Koch, who sailed

with the SIU for 30 years, and his needlepoint: He gives away almost every finished piece, even though it may take months to complete a single canvas. (When Adams suggested the exhibit, for instance, Koch had to borrow most of the contents from his daughter.)

"By the time I finish, I'm tired of looking at it!" the New Jersey native and former pumpman says with a laugh. "I literally have pieces all over the United States."

The subject matter and colors of the projects seem as broad as the waters Koch sailed during World War II, when he helped transport airplanes and aviation fuel between Europe and the United States. Clowns, flowers, rugs, boats and animals are just a few of the stitches he has done. Some of the works include sayings; others are completely abstract.

"There were 125,000 stitches in one piece I recently donated to the school. It took me three months to finish," notes Koch, who has lived in Piney Point, Md. for the past four-and-a-half years.

Early Start

Koch recalls that when he was "8 or 9 years old," he watched his mother do needlepoint. The embroidery of

woolen threads upon canvas interested him immediately.

"I went to the basement, found a piece of wire screen, bought some penny balls of kite cord and made a checkerboard-style seat cover," remembers the retiree. "When my mother saw it, she said, 'You did that!? I'm going to put you to work.' She had me do more dining room seat covers, to keep me out of trouble. But I got in trouble anyway," Koch jokingly says, adding that his original work "is still in the family."

That first seat cover marked the beginning of a lifelong endeavor, albeit one that Koch pursued at his leisure. He didn't do needlepoint when at sea, for instance, "because there's no way I would have been able to keep the stuff clean. Although, I did make a few rugs at sea," he notes.

He never took a formal lesson, instead utilizing the individual instructions that accompanied each purchase, as well as practicing freehand. Through the years, Koch worked on canvasses as small as 8-by-6 inches to as large as 3-by-5 feet.

"Some of the material is very expensive, but I don't care about the money," he explains. "I enjoy doing the pieces."



Retired Seafarer Richard Koch displays some samples of his intricate and meticulous needlepoint handiwork.

These days, Koch acquires most of his material via mail services. He also hires a professional to frame each work.

White Magnolia

Koch, who helped organize Cities Service vessels in 1947, describes his favorite genre of needlepoint as "Mexican-Indian art, desert pieces." Yet the one item he has kept—"one that just fascinates me"—is an illustration of a large, white magnolia. "It has shades of lavender and purple, and it's in a circle," he says. "Why it interests me, I don't know. It's about a foot in diameter, and it's a beautiful thing. I made it five or six years ago."

When it is suggested that needlepoint is a much more common activity for women than men, Koch, whose other

hobbies include fishing and watching baseball games, seems surprised. "I never thought of it that way, and nobody has ever teased me about it. I'd like to see them tease Rosie Grier about it," he says, referring to the retired pro football defensive lineman and Hall of Famer whose needlepoint was a subject of television commercials. ("I often wondered how he got such nimble fingers," Koch adds, noting Grier's mammoth size.)

"Maybe it's a feminine characteristic to do needlepoint, but according to what I've read, a normal person should have a certain amount of those characteristics," Koch continues. "Hell, in foreign countries, it's a man's work to make rugs and things. To me, it's not odd for a man to do needlework."

Vacation Facility Available to Seafarers

A fun-filled, memorable vacation for the entire family does not have to be expensive, especially for Seafarers who have access to a beautiful facility with all the amenities of a fine resort.

The Paul Hall Center in Piney Point, Md. offers Seafarers and their families affordable rates and exciting activities that are sure to capture the interests of children and adults alike.

A vacation stay at the Lundberg School is limited to two weeks per family. The cost is \$40.40/day for an SIU member and \$9.45/day for a spouse and for each child. These prices include all meals. (Note: There is no charge for children 11 years of age or younger.)

With the summer season officially due to begin this month, there still is time for Seafarers and their families to plan their own special holiday at the Paul Hall Center.

Ideally situated on the banks of the St. George's Creek in St. Mary's County, all the ingredients for an enjoyable vacation can be found on the grounds or within driving distance of the center. Entertaining day trips throughout historic southern Maryland and the Washington, D.C. metropolitan area can fill time between fishing trips or tennis matches right on the center's facilities.

Housing the nation's largest training facility for deep sea and Great Lakes mariners as well as

inland waterways boatmen, the Paul Hall Center is composed of administrative and educational buildings as well as a library and maritime museum and a six-story training and recreation center on more than 60 acres of waterfront property. A number of these rooms in the training and recreation center are set aside during the summer months for vacationing SIU members and their families.

Each room contains two double beds, color TV, bureaus, desks and a table with chairs.

Downstairs is the Sea Chest, which sells personal items, magazines and snacks as well as SIU T-shirts, sweatshirts, hats and other souvenirs.

This peaceful setting provides

the opportunity for both water and land-based expeditions. The center has a marina where vacationers can take a boat out for the day to sail around the region or to look for a good fishing spot. With 400 miles of waterline surrounding St. Mary's County, waterborne activities are abundant.

At the center are a picnic area fitted with grills and tables, outdoor tennis and basketball courts, an Olympic-size swim-

ming pool equipped with a diving board, a state-of-the-art health spa (that includes Nautilus, free weights and a universal gym, a sauna and steamroom) and plenty of space for peaceful walks or jogs on the beautifully landscaped grounds.

This year, create your own unique vacation by planning a getaway to Piney Point. Clip the coupon below and mail it to the Paul Center to secure your reservation for this summer. There is something for everyone in Piney Point—and it is available only to Seafarers and their families.

SEAFARERS TRAINING & RECREATION CENTER

Vacation Reservation Information

Name: _____

Social Security number: _____ Book number: _____

Address: _____

Telephone number: _____

Number in party / ages of children, if applicable? _____

Date of arrival: 1st choice: _____ 2nd choice: _____ 3rd choice: _____ (Stay is limited to two weeks)

Date of departure: _____

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

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Brown Brothers on the Bridge



For Pat Brown (left) and his brother, Hank, both of whom recently completed the bridge management course at the Paul Hall Center, the SIU has been a big part of their family. Pat notes that their father, John, and two other brothers formerly sailed with the SIU, while he and Hank remain active Seafarers with Crescent Towing in New Orleans. "The union has done great by this family, and the school is excellent, too," says Pat. "The instructors take a lot of interest in us," adds Hank.

Dispatchers' Report for Deep Sea

APRIL 16, 1996 — MAY 15, 1996

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	24	26	2	24	15	1	11	54	38	7
Philadelphia	6	5	0	5	4	0	1	5	5	1
Baltimore	5	6	0	3	5	0	2	8	16	0
Norfolk	15	14	7	9	15	2	3	27	21	9
Mobile	13	5	1	4	5	2	4	19	11	1
New Orleans	23	27	0	9	22	0	7	38	36	3
Jacksonville	25	23	3	20	9	2	10	51	30	5
San Francisco	27	20	1	12	13	1	9	42	31	3
Wilmington	11	16	2	10	6	1	2	32	38	4
Seattle	24	16	0	27	17	0	3	40	35	1
Puerto Rico	10	4	3	9	4	0	2	13	5	8
Honolulu	8	11	4	5	11	2	1	9	14	6
Houston	33	28	3	25	17	3	9	52	45	6
St. Louis	2	0	0	1	0	0	0	5	3	0
Piney Point	5	1	1	1	0	3	0	5	3	0
Algonac	0	2	1	1	1	0	0	0	2	3
Totals	231	204	28	165	144	17	64	400	333	57
ENGINE DEPARTMENT										
New York	18	16	2	8	10	2	9	40	30	3
Philadelphia	1	4	0	1	1	1	1	2	8	0
Baltimore	4	6	0	2	4	2	0	7	8	0
Norfolk	3	5	3	3	8	2	1	5	10	3
Mobile	8	7	0	8	4	0	3	8	10	0
New Orleans	13	14	5	3	9	2	3	20	18	8
Jacksonville	15	13	0	9	12	0	6	24	20	0
San Francisco	14	5	0	11	8	0	1	24	11	0
Wilmington	6	9	4	5	8	2	6	8	14	5
Seattle	8	10	1	12	12	1	6	18	8	2
Puerto Rico	5	1	1	6	5	0	0	6	3	1
Honolulu	2	13	4	0	8	4	1	5	15	4
Houston	17	19	4	8	9	2	6	31	27	4
St. Louis	0	3	0	0	1	0	1	1	2	0
Piney Point	3	7	0	1	3	0	0	3	11	0
Algonac	1	0	0	1	0	0	0	1	0	0
Totals	118	132	24	78	102	18	44	203	195	30
STEWARD DEPARTMENT										
New York	18	3	0	13	8	0	9	30	16	1
Philadelphia	1	0	0	0	1	0	0	2	2	1
Baltimore	3	2	0	1	2	0	1	6	2	0
Norfolk	0	3	1	6	1	3	1	4	12	1
Mobile	6	3	0	3	1	0	0	10	11	0
New Orleans	6	6	0	6	6	1	4	11	11	0
Jacksonville	21	9	1	8	5	0	7	31	13	2
San Francisco	29	9	1	17	7	0	5	48	14	1
Wilmington	9	5	1	9	1	1	1	19	10	4
Seattle	22	4	0	11	1	0	5	37	8	1
Puerto Rico	2	3	0	0	1	0	1	3	4	3
Honolulu	16	8	8	10	6	6	2	22	13	6
Houston	15	8	1	5	4	0	0	24	8	2
St. Louis	1	0	0	0	0	0	0	2	0	1
Piney Point	4	4	0	2	1	0	1	11	4	0
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	153	67	13	91	45	11	37	260	128	23
ENTRY DEPARTMENT										
New York	9	32	4	4	13	0	0	14	62	15
Philadelphia	1	2	1	0	1	1	0	1	3	0
Baltimore	1	7	1	1	2	0	0	1	7	6
Norfolk	1	12	6	2	12	3	0	2	25	16
Mobile	0	9	0	0	3	0	0	2	15	1
New Orleans	2	16	4	5	10	4	0	6	17	13
Jacksonville	4	18	16	1	12	3	0	6	23	23
San Francisco	7	15	2	6	13	0	0	16	28	6
Wilmington	3	9	8	2	5	0	0	12	19	11
Seattle	11	21	5	9	14	1	0	11	34	4
Puerto Rico	3	12	6	2	4	0	0	5	15	13
Honolulu	2	31	48	2	23	42	0	7	46	73
Houston	2	12	2	0	11	0	0	2	19	7
St. Louis	0	1	0	0	0	1	0	0	3	1
Piney Point	0	21	1	1	11	1	0	0	26	1
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	46	218	104	35	134	56	0	85	342	190
Totals All Departments	548	621	169	369	425	102	145	948	998	300

* "Total Registered" means the number of Seafarers who actually registered for shipping at the port.
 ** "Registered on Beach" means the total number of Seafarers registered at the port.

July & August 1996 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Monday: July 8, August 5
New York	Tuesday: July 9, August 6
Philadelphia	Wednesday: July 10, August 7
Baltimore	Thursday: July 11, August 8
Norfolk	Thursday: July 11, August 8
Jacksonville	Thursday: July 11, August 8
Algonac	Friday: July 12, August 9
Houston	Monday: July 15, August 12
New Orleans	Tuesday: July 16, August 13
Mobile	Wednesday: July 17, August 14
San Francisco	Thursday: July 18, August 15
Wilmington	Monday: July 22, August 19
Seattle	Friday: July 26, August 23
San Juan	Thursday: July 11, August 8
St. Louis	Friday: July 19, August 16
Honolulu	Friday: July 19, August 16
Duluth	Wednesday: July 17, August 14
Jersey City	Wednesday: July 24, August 21
New Bedford	Tuesday: July 23; Wednesday, August 21*

*change created by Paul Hall's birthday

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

Personals

PETER CRUM

Please contact d' Juan Crum at the Lundeberg School (301) 994-0010 as soon as possible. He will be there until June 14. It is very important.

JACK BARNES FAUST JR.

Please contact your daughter, Julie Faust, at 1112 Sandstone Road, Apt. M, Baltimore, MD 21221; or telephone (410) 574-6485.

EMANUEL GAZZIER

Please telephone Joyce Aborady at (334) 443-7582.

WILLIAM LOGAN and/or JAMES LOGAN

If you are William Logan or James Logan and you are between the ages of 62 and 69 and you may have worked in the New York harbor, please contact Chris Maye or Bob Bloch concerning a family matter. Call (941) 465-3082 or write 117 Bougainvillea Street, N.E., Lake Placid, FL 33852.

LEOPOLDO PALACIO and VINCENT SIGUENZA

Estelle Deal would like to get in touch with you again. You may write her at 750 W. 27th Street, San Pedro, CA 90731.

VINCENT RANDAZZO

Please contact your sister, Mary Ann Briggs, at (954) 726-2313.

TODD STRINGER

Joe Latham would like to hear from you. Call him at (516) 742-2239.

CONRAD TAYLOR

Please call Patty in Texas at (800) 447-7523, ext. 251.

MR. TAYLOR

Nikki Verruso is trying to locate her natural father, whose name is Taylor. She believes he shipped out of the port of New York in 1955 and would be around 67 years old. Anyone with any information should contact her at 41 Mayfair Rd., Warwick, RI 02888; telephone (401) 467-4079.

Corrections

On page 7 of the May 1996 edition of the Seafarers LOG, the photos of Recertified Bosuns John Wells and Dennis Brown were inadvertently switched.

On page 17, also in the May edition, the birthplace of Pensioner Arthur Sequeira was incorrectly stated. Brother Sequeira was born in Singapore.

Seafarers International Union Directory

Michael Sacco
President

John Fay
Secretary-Treasurer

Joseph Sacco
Executive Vice President

Augustin Tellez
Vice President Contracts

George McCartney
Vice President West Coast

Roy A. "Buck" Mercer
Vice President Government Services

Jack Caffey
Vice President Atlantic Coast

Byron Kelley
Vice President Lakes and Inland Waters

Dean Corgoy
Vice President Gulf Coast

HEADQUARTERS

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

ALGONAC

520 St. Clair River Dr.
Algonac, MI 48001
(810) 794-4988

BALTIMORE

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

DULUTH

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

HONOLULU

606 Kalihi St.
Honolulu, HI 96819
(808) 845-5222

HOUSTON

1221 Pierce St.
Houston, TX 77002
(713) 659-5152

JACKSONVILLE

3315 Liberty St.
Jacksonville, FL 32206
(904) 353-0987

JERSEY CITY

99 Montgomery St.
Jersey City, NJ 07302
(201) 435-9424

MOBILE

1640 Dauphin Island Pkwy.
Mobile, AL 36605
(334) 478-0916

NEW BEDFORD

48 Union St.
New Bedford, MA 02740
(508) 997-5404

NEW ORLEANS

630 Jackson Ave.
New Orleans, LA 70130
(504) 529-7546

NEW YORK

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

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES
1221 S. Andrews Ave.
Ft. Lauderdale, FL 33316
(954) 522-7984

SAN FRANCISCO

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

SANTURCE

1057 Fernandez Juncos Ave., Stop 16½
Santurce, PR 00907
(809) 721-4033

SEATTLE

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

ST. LOUIS

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

WILMINGTON

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

Dispatchers' Report for Great Lakes

APRIL 16 — MAY 15, 1996

CL—Company/Lakes

L—Lakes

NP—Non Priority

*TOTAL REGISTERED
All Groups
Class CL Class L Class NP

TOTAL SHIPPED
All Groups
Class CL Class L Class NP

**REGISTERED ON BEACH
All Groups
Class CL Class L Class NP

Port	DECK DEPARTMENT								
	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
Algonac	0	20	1	0	23	2	0	41	5
Port	ENGINE DEPARTMENT								
Algonac	0	6	0	0	19	0	0	17	1
Port	STEWARD DEPARTMENT								
Algonac	0	2	2	0	3	0	0	3	3
Port	ENTRY DEPARTMENT								
Algonac	0	19	19	0	0	0	0	35	33
Totals All Departments	0	47	22	0	45	2	0	96	42

* "Total Registered" means the number of Seafarers who actually registered for shipping at the port.

** "Registered on Beach" means the total number of Seafarers registered at the port.

Dispatchers' Report for Inland Waters

APRIL 16 — MAY 15, 1996

*TOTAL REGISTERED
All Groups
Class A Class B Class C

TOTAL SHIPPED
All Groups
Class A Class B Class C

**REGISTERED ON BEACH
All Groups
Class A Class B Class C

Region	DECK DEPARTMENT								
	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Atlantic Coast	3	0	0	4	0	0	13	2	0
Gulf Coast	3	4	5	0	1	1	3	3	18
Lakes & Inland Waters	51	0	0	9	0	0	31	0	0
West Coast	3	0	8	33	2	8	14	3	20
Totals	60	4	13	46	3	9	61	8	38
Region	ENGINE DEPARTMENT								
Atlantic Coast	1	0	0	1	0	0	2	1	1
Gulf Coast	2	0	0	1	0	0	1	0	0
Lakes & Inland Waters	8	3	0	0	0	0	6	1	0
West Coast	0	0	1	2	0	0	0	0	1
Totals	11	3	1	4	0	0	9	2	2
Region	STEWARD DEPARTMENT								
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	0	0	2	0	0	1	0	0	16
Lakes & Inland Waters	7	0	0	1	0	0	9	0	0
West Coast	1	0	4	1	0	3	2	0	14
Totals	9	0	6	2	1	4	13	0	30
Totals All Departments	80	7	20	52	1	13	83	10	70

* "Total Registered" means the number of Seafarers who actually registered for shipping at the port.

** "Registered on Beach" means the total number of Seafarers registered at the port.

Letters to the Editor

(Editor's Note: The Seafarers LOG reserves the right to edit letters for grammar as well as space provisions without changing the writer's intent. The LOG welcomes letters from members, pensioners and their families and will publish them on a timely basis.)

Former Maritime Administrator Commends LOG Article

I want to commend the staff on the article "The Jones Act: Cabotage Law Works for ALL Americans."

The article was well written. The research for the article is based on facts not fiction. The graph and map were well presented. The article should be used not only with the senators and representatives, but as importantly or more so with the 1,822 U.S. Shallow Draft companies working on rivers, lakes and harbors.

Captain Warren G. Leback
Maritime Administrator, 1989-1993



Hawsepiper Stresses Heroics Of WWII Merchant Mariners

My name is Frank Andrews. I shipped out on my first ship at 17 years old, as OS on the old Hog Island *Jean* belonging to Bull Lines. Sailor Hall and Sonny Simmons gave me my first trip card.

This article [see following editorial in full] from the *Mississippi Press*, our local paper, is something I feel a lot of young

Seafarers should know about and be proud of their profession, for they belong in select company.

Frank Andrews
Pascagoula, MS

Editorial: During WWII, the U.S. force that suffered the most deaths per capita wasn't an armed service but the merchant marine. One Navy sailor in every 114 died, one soldier in 48, one Leatherneck in 34. The fatality rate among merchant mariners, who hauled the men and materials indispensable to victory, was one in 32. Silent U-boats and shrieking enemy planes sent 6,795 of these civilian sailors to a watery grave.

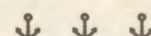
If blood is a badge of admission, if courage is a key to camaraderie, the Veterans of Foreign Wars should warmly welcome the aging men who 50-odd years ago risked their lives aboard Liberty and Victory ships from the North Atlantic to the South Pacific. Instead, the VFW presents a lawyerly argument: The group's congressional charter limits membership to those with "honorable service" in the "armed services" who received "a recognized campaign service medal."

WWII merchant mariners fulfill the spirit of each criterion. Honorable service? Regular Navy crews who served aboard cargo ships tell how mariners rushed on deck to help when the enemy struck. Armed service? Mariners received gunnery train-

ing, which many put to use. Service medals? They earned the one no Congress can confer or revoke, the one that's branded onto a soul that puts duty before life. Certainly the Axis powers recognized the merchant marine's importance to the war's campaigns, which is why they sank 866 civilian vessels.

In 1988, the U.S. government tardily accorded WWII mariners veteran status and some benefits, including the right to a military grave marker. This seems the least the country should do for men whom Adm. Chester Nimitz called "an auxiliary of the Army and Navy in time of war."

Likewise, the VFW should permit WWII mariners to join as auxiliary members—or better yet, full-fledged ones. For these men are surely veterans of foreign wars, as a hundred dark seas that hoard their fallen shipmates persuasively testify.



Retired Recertified Bosun Grateful for Union Benefits

Thank you for the prompt action made in payment of my hospitalization. It makes me proud and thankful to be a member of the SIU.

I'm feeling very well now and wish you continued success in all your endeavors in the SIU.

Joseph Snyder
Altoona, Pa.



Welcome Ashore

Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently retired from the union. The brothers and sisters of the SIU thank those members for a job well done and wish them happiness and good health in the days ahead.

Among the 26 Seafarers joining the ranks of pensioners this month is Chief Steward **Ernest E. Harris**, who is retiring at the age of 67.

He is one of 18 SIU members retiring this month who sailed on the deep seas; another five worked on the inland waterways and three shipped aboard Great Lakes vessels.

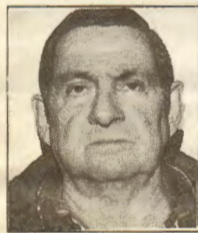
Harris graduated from the steward recertification program at the Lundeberg School. This course offers the highest level of training for steward department members at the Piney Point, Md. facility.

The favorite area of retirement for this month's pensioners is the Gulf states, where 10 of the retirees make their home; five have retired to the West Coast; four each reside in the Midwest and on the East Coast; and one each has retired to England, Greece and the Philippines.

Fourteen of the retiring SIU members served in the U.S. military—six in the Army, four in the Navy, three in the Air Force and one in the Marine Corps.

On this page, the *Seafarers LOG* presents brief biographical accounts of this month's pensioners.

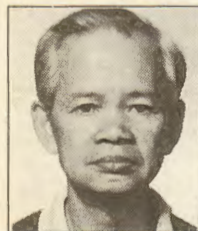
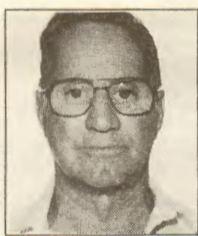
DEEP SEA



ROBERT D. BROWN, 65, first sailed with the SIU in 1955 from his native Seattle aboard the *Sea-Land Kodiak*.

Brother Brown shipped as a member of the deck department. From 1947 to 1951, he served in the U.S. Navy. Brother Brown has retired to Elma, Wash.

RAYMOND K. CUCCIA, 65, began his career with the SIU in 1951 in the port of New Orleans. A native of Louisiana, he sailed in the steward department. His first ship was the *Del Mar*. From 1951 to 1953, he served in the U.S. Army. Brother Cuccia resides in Kenner, La.



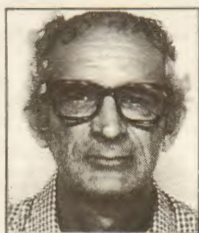
FELIX C. DEGUZMAN, 65, joined the Seafarers in 1966 in Yokohama, Japan. The Philippine native sailed in the engine department. His first ship was the *Western Hunter*.

Brother DeGuzman makes his home in Olongapo City, Philippines.

ERIC H. FREDERICKSON, 56, started his career with the SIU in 1970 in the port of New York. A native of that



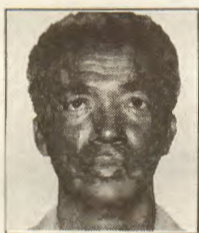
state, he sailed in the engine department and upgraded frequently at the Lundeberg School in Piney Point, Md. Brother Frederickson last sailed in June 1995 aboard the *Sea-Land Enterprise*. He has retired to Spanaway, Wash.



STEPHEN GALATOLO, 67, began sailing with the SIU in 1951 from the port of Baltimore. He first shipped on the

Santore. Born in Maryland, he sailed in the steward department and upgraded at the Lundeberg School. From 1946 to 1947, he served in the U.S. Army. Brother Galatolo lives in Baltimore.

DOMINGO GUEVARA, 65, started his career with the Seafarers in 1977 in the port of Houston. A native of Colombia,



he sailed in the engine department. Brother Guevara's first ship was the *Monticello Victory*. He has retired to Houston.



ERNEST E. HARRIS, 67, began sailing with the SIU in 1951 from the port of New York. Born in Ohio, he sailed in

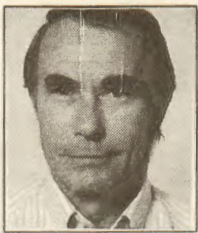
the steward department. Brother Harris upgraded frequently at the Lundeberg School and graduated from the steward recertification program there in 1983. He first shipped on the *Catherine*, operated by Drytans, Inc. In January 1996, he signed off the *Rover*, operated by OMI Corp. From 1946 to 1947, he served in the U.S. Army. Brother Harris calls Racine, Ohio home.

KONSTANTINOS G. KATSALIS, 58, joined the Seafarers in 1969 in the port of New York. Born in Greece, Brother Katsalis upgraded his engine department skills at the Lundeberg School. He last sailed as a chief electrician. Brother Katsalis has retired to Athens, Greece.



ROBERT LEE, 60, graduated from the Andrew Furuseth Training School in 1964 and joined the SIU in the port of New York. The New York native sailed in the engine department. His first ship was the *Steel Admiral*. Brother Lee resides in Las Vegas.

ROMUALD LOS, 62, started his career with the Seafarers in 1963 in the port of Wilmington, Calif. Born in Poland, he first sailed aboard the *Transeastern*. Brother Los was a member of the deck department and upgraded to quartermaster at the Lundeberg School. He has retired to Nottingham, England.



MICHAEL MACHUSKY, 65, joined the SIU in 1954 in the port of New York. A native of Pennsylvania, he

sailed as a member of the deck department. Brother Machusky's first ship was the *Southern Cities*. From 1948 to 1950, he served in the U.S. Navy. Brother Machusky resides in Liberty, Texas.

GEORGE E. MAJOR, 61, began his career with the Seafarers in 1967 in the port of Jacksonville, Fla. He first



shipped aboard the *Cortland* as a member of the steward department. Brother Major later switched to the engine department and upgraded at the Lundeberg School. Born in Jamaica, he has retired to Jacksonville.



LAWRENCE R. OWENS, 63, joined the Marine Cooks & Stewards (MC&S) in 1954, before that union merged with

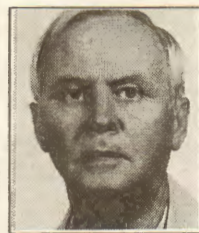
the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). The California native served in the U.S. Air Force. Brother Owens has retired to Culver City, Calif.

JAMES L. ROGERS, 63, graduated in 1958 from the Andrew Furuseth Training School and joined the Seafarers in the port of New York. The Georgia native first sailed on the *SS Cubore* as a member of the deck department. Brother Rogers later transferred to the engine department and upgraded at the Lundeberg School. From 1949 to 1953, he served in the U.S. Army. Brother Rogers resides in Coldspring, Texas.



SPENCER RYANS, 43, graduated from the Lundeberg School's entry level program for seamen and joined the SIU in 1971 in the port of Piney Point, Md. The Texas native sailed in the steward department and

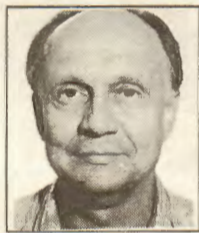
upgraded at the Lundeberg School. He last shipped as a chief cook aboard the *Liberty Wave*, operated by Liberty Maritime. Brother Ryans lives in Missouri City, Texas.



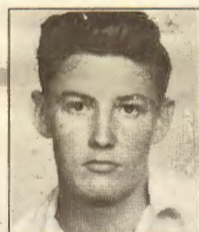
MURPHY J. SINGLETARY, 65, joined the Seafarers in the port of New Orleans after graduating from the

Andrew Furuseth Training School in 1963. The Louisiana native sailed in the deck department. His first ship was the *Seatrain Texas*. From 1948 to 1962, he served in the U.S. Air Force. Brother Singletary has retired to Marrero, La.

JAMES A. SMITKO, 56, graduated from the Lundeberg School in 1968 and began his career with the Seafarers in the port of New York. The



Amerigo was his first ship. Born in Ohio, he sailed in the engine department and upgraded at the Lundeberg School. Brother Smitko last sailed as a chief electrician. From 1957 to 1960, he served in the U.S. Navy. Brother Smitko lives in Reno, Nev.



RICHMOND C. SPEARS, 58, began his career with the SIU in 1955 in the port of New Orleans. He first sailed aboard the *SS Seagarden*. The Louisiana native was a member of the deck department. From 1961 to 1963, he served in the U.S. Army. Brother Spears calls New Orleans home.

EDWARD P. DWYER, 65, graduated from the Andrew Furuseth Training School in 1958 and joined the Seafarers in the port of New York. The New York native was a deck department member, last sailing as a captain. Boatman Dwyer upgraded frequently at the Lundeberg School and graduated from the towboat operator program. From 1951 to 1953, he served in the U.S. Army. Boatman Dwyer has retired to Forest Hills, N.Y.



RONNIE L. JOHNSON, 44, began sailing with the SIU in 1972 from the port of Norfolk, Va. Born in Virginia, he sailed as a member of the deck department. Boatman Johnson calls Virginia Beach, Va. home.

ALFRED J. McCULLEN, 62, began his career with the Seafarers in 1967 in the port of Philadelphia. A native of Pennsylvania, he sailed in the deck department. Boatman McCullen last worked aboard Moran Towing Co. of Pa. vessels in 1988. He lives in Woodbury, N.J.



AUGUST E. MURPHY, 62, joined the SIU in 1957 in the port of Houston. The Texas native shipped in the deck department, last sailing as a captain. From 1951 to 1954, he served in the U.S. Marine Corps. Boatman Murphy has retired to Midway, Texas.



GEORGE WOODS, 62, joined the SIU in 1957 in the port of Houston. Starting as a deckhand, he became a licensed operator, last sailing as a captain. A native of Texas, Boatman Woods calls Freeport, Texas home.

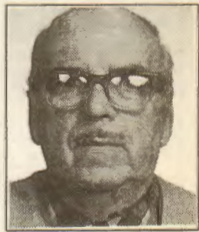


GREAT LAKES

HUSAYN S. ALI, 65, started his career with the Seafarers in 1970 in the port of Toledo, Ohio. Born in Yemen, Brother Ali was a member of the engine department. He last sailed in 1987 aboard the *Paul Townsend*, operated by Inland Lakes Management. Brother Ali has retired to Dearborn, Mich.



HOMER V. BUCK JR., 63, began sailing with the SIU in 1960 from the port of Detroit. The Pennsylvania native sailed in the deck department. From 1955 to 1959, he served in the U.S. Navy. Brother Buck lives in Toledo, Ohio.



KENNETH R. SMITH, 65, joined the Seafarers in 1960 in the port of Detroit. Brother Smith sailed as a member of the engine department. He last sailed in December 1982 aboard the *Charles E. Wilson*, operated by American Steamship Co. Born in Illinois, he has retired to Manistiquet, Mich.



SUMMARY ANNUAL REPORT FOR SEAFARERS VACATION FUND

This is a summary of the annual report of the Seafarers Vacation Fund, EIN 13-5602047, Plan No. 503, for the period January 1, 1994 through December 31, 1994. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$7,048,077 as of December 31, 1994, compared to \$7,914,933 as of January 1, 1994. During the plan year, the plan experienced a decrease in its net assets of \$866,856. This decrease includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had a total income of \$40,520,078 including employer contributions of \$40,073,145, realized (losses) of \$5,927 from the sale of assets, and earnings from investments of \$452,860.

Plan expenses were \$41,386,934. These expenses included \$4,270,244 in administrative expenses and \$37,116,690 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. an accountant's report;
2. assets held for investment;
3. transactions in excess of 5 percent of plan assets; and
4. service provider and trustee information.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Lou Delma, who is the plan administrator of the Seafarers Vacation Fund, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$1.70 for the full annual report, or 10 cents per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan (Board of Trustees Seafarers Vacation Fund, 5201 Auth Way, Camp Springs, MD 20746) and at the U.S. Department of Labor (DOL) in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the DOL should be addressed to: Public Disclosure Room, N-5638, Pension and Welfare Benefits Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

Maritime Briefs

Hundreds Die in Ferry Accident On Africa's Largest Lake

Much uncertainty surrounds the sinking of a Tanzanian ferry boat on May 21 during a regularly scheduled 110-mile run from Bukoba to Mwanza, two ports on Lake Victoria in the eastern African nation.

Whether it was the age of the *MV Bukoba*, the fact that the boat was overcrowded or the questionable soundness of the vessel that caused it to sink, presumably after hitting a rock, is still being investigated.

What is known is that an estimated 600 persons—many of them teenagers returning home from school—were trapped under the ferry (which is supposed to hold only 441 passengers) after it capsized 30 miles northwest of Mwanza at around 6 a.m. (The ship was overcrowded due to a lack of proper ticketing procedures, according to newspaper reports.)

Some radio broadcasts said that 40 people had survived; other reports said that passing ships had pulled 81 survivors from Africa's largest lake. At press time, 25 bodies had been recovered.

The state-owned Tanzania Railway Corp., which operates the ferry, sent other vessels to the rescue, including the *MV Victoria*, the largest steamer on the lake.

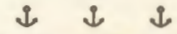
A spokesman for Tanzania's president stated that the ferry had recently passed tests to determine its stability and seaworthiness, although another report noted that the vessel was due to be taken out of service very soon. Further investigations are being carried out to determine all the facts.

The sinking of the *MV Bukoba* was the largest maritime disaster since September 1994, when the *Estonia* sank in rough waters in the Baltic Sea, taking 852 people with it.

Senate Panel Assured Of Full OPA '90 Compliance

Members of the Senate Appropriations Subcommittee on Transportation and Related Agencies were assured by the U.S. Coast Guard commandant, Admiral Robert E. Kramek, that the Coast Guard will fully implement the Oil Pollution Act of 1990 (OPA '90) very soon.

Although 95 percent of what OPA '90 mandates has been completed, several very important items remain, including the issuance of oil spill prevention measures for single-hull vessels. The admiral explained to the panel that his agency is about a year late in implementing the other 5 percent due to an inability "to come up with a solution that would not cripple the industry," but that the operational elements would be forthcoming by July 1, 1996.



Coast Guards Implements Final Initiative To Inspect Foreign Flags in U.S. Ports

The third and last step toward focusing inspection efforts on foreign-flag ships that pose the greatest safety and pollution risks in U.S. ports has been implemented by the U.S. Coast Guard.

It involves the release of a list of classification societies whose ships will be targeted for frequent inspections due to poor ratings from previous inspections. (Classification societies are responsible for certifying the safety of ships flying their countries' flags.)

The Coast Guard believes the new initiative will bring about closer inspections of 8-10 percent of foreign vessels calling on U.S. ports, resulting in fewer safety and pollution hazards aboard ships and on U.S. waters.

Know Your Rights

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

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

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

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

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

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which an SIU mem-

ber works and lives aboard a ship or boat. Members should know their contract rights, as well as their obligations, such as filing for overtime (OT) on the proper sheets and in the proper manner. If, at any time, a member believes that an SIU patrolman or other union official fails to protect their contractual rights properly, he or she should contact the nearest SIU port agent.

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

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

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

EQUAL RIGHTS. All members

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

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

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

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

DO BUY

Union-made for you in Your YARD & GARDEN

As you dig, plant, trim, cut, build, clean up—and then relax—in your yard and garden this spring and summer, you'll want to utilize union-made tools, machines, materials, accessories and outdoor furniture like the brands listed below. (Check the "Made in..." label, too, however, since some items bearing a particular brand name may be made overseas as well as in the U.S.)

The unions who represent the workers

who produce them include the Auto Workers (UAW), the Boilermakers (BSF), the Bricklayers (BAC), the Electronic Workers (IUE), the Food & Commercial Workers (UFCW), the Needletrades, Industrial & Textile Employees (UNITED), the Paperworkers (UPIU), the Aluminum, Brick & Glass Workers (ABG), the Machinists (IAM), the Chemical Workers (ICWU), the Steelworkers (USWA), and the Teamsters (IBT).

Hand Tools

Ames, AZL Resources (post hole diggers), Black & Decker, Collins Axe, Cotter Axe, Craftsman, Klein-Vaco, Little Wonder (hedge and shrub trimmers), True Temper, Union Fork and Hoe.

Hoses, Sprinklers, Etc.

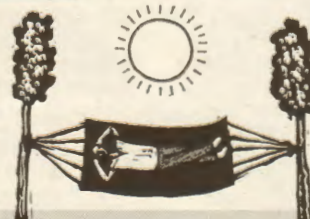
Hunter-Melnor, Inc., Green Garden (sprinkling systems and hose nozzles), Gilmour (hoses), Specialty Mfg. Co. (hose reels), Sun Cast (hose reels).

Power Mowers, Tillers, Etc.

Bolens-Troy, Carter, Cub Cadet, General Power Equipment Co., Hahn, H.V. Company, Inc., Gente (leaf blowers), Jacobsen, John Deere, Mantis, MTD (chipper-shredders), Murray, Philadelphia Turf Co., Simplicity, Snapper, Toro, Wen (cordless pruning saws).

Lawn, Deck Furniture

Brown Jordan, Ficks Reed Company, Lloyd Flanders (wicker), Meadowcraft, O.W. Lee Company, Plantation Patterns, Samsonite, Sunbeam, Universal Furniture (wood).



Miscellaneous

Hudson insect/vegetable sprayers; Curlex, Curlex Powerstop, Excel excelsior and soil erosion blankets; Kingsford and Kingsford Match Light charcoal briquettes; Clorox charcoal; Gilbert & Bennett compost containers; Fairfield storage buildings; Georgia Marble decorative chips; Kentucky Stone; Titmus Optical sunglasses.

Fencing

Fletcher Wire Fence, Gilbert & Bennett Wire Fence, Hoosier Wire Partitions, National Standard, Northwestern, Sterling, Dare Products (supplies).

Fertilizers, Etc.

Bonanza, Country Turf, Eastern Ridge Hydrate, Elephant Brand (potash), Frit, Green Gold, Greenview, Lebanon, Lebanon Pro, Lesco, Lime Hydrate, LTP, Rainbow, Vim.

Ladders

Keller, Kentucky, Moulton, Versa, Reynolds, Raycan, Wright Wire.

Final Departures

DEEP SEA

WILBUR L. ADAMS

Pensioner Wilbur L. Adams, 67, passed away April 21. Born in Mississippi, he began his career with the Seafarers in 1973 in the port of Wilmington, Calif. Brother Adams sailed in the deck department and upgraded frequently at the Lundeberg School in Piney Point, Md. From 1944 to 1972, he served in the U.S. Army. Brother Adams retired in July 1993.

LESTER D. ANDERSON

Pensioner Lester D. Anderson, 88, died March 6. He joined the Marine Cooks and Stewards (MC&S) in the port of San Francisco, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). The Washington native last sailed as a chief steward. He began receiving his pension in February 1970.

EUGENE J. BLANCHARD



Pensioner Eugene J. Blanchard, 68, passed away April 25. A native of South Carolina, he began sailing with the Seafarers in 1951 from the port of New York. Brother Blanchard sailed in the engine department and upgraded at the Lundeberg School. From 1954 to 1956, he served in the U.S. Army. Brother Blanchard retired in March 1987.

BILLIE BREED JR.



Pensioner Billie Breed Jr., 57, died April 12. Brother Breed graduated from the Marine Cooks & Stewards Training School in Santa Rosa, Calif. in 1966 and joined the MC&S in the port of San Francisco, before that union merged with the SIU's AGLIWD. He began receiving his pension in December 1995.

LEVERNE E. "BUCK" BUCHANAN



Pensioner Leverne E. "Buck" Buchanan, 66, passed away April 28. The Pennsylvania native graduated from the Andrew Furuseth Training School in 1958 and joined the Seafarers in the port of New York. Brother Buchanan sailed in the deck department. From 1948 to 1952, he served in the U.S. Navy. Brother Buchanan retired in February 1995.

WILLIAM D. BUSHONG



Pensioner William D. Bushong, 81, died April 11. Brother Bushong first sailed with the SIU in 1958 from the port of Mobile, Ala. The deck department member upgraded at the Lundeberg School and completed the bosun recertification course there in 1974. Born in Indiana, Brother Bushong retired to Washington in November 1979.

REX L. CRUM



Pensioner Rex L. Crum, 59, passed away April 14. He started his career with the MC&S in 1959 in the port of Portland, Ore., before that

union merged with the SIU's AGLIWD. The Washington native began receiving his pension in May 1995.

MARTIN "PA PA" CUSHENBERRY

Pensioner Martin "Pa Pa" Cushenberry, 87, died April 15. Brother Cushenberry joined the MC&S in the early 1950s, before that union merged with the SIU's AGLIWD. The lifelong resident of New Orleans retired in October 1970.

ANGELO D'AMICO

Pensioner Angelo D'Amico, 83, passed away April 4. A native of Florida, he began sailing with the Seafarers in 1941 from the port of Tampa, Fla. The deck department member last sailed aboard the *Alcoa Planter*. Brother D'Amico began receiving his pension in April 1964.

CARL O. DAM

Pensioner Carl O. Dam, 88, died February 23. He joined the MC&S in 1953 in the port of Seattle, before that union merged with the SIU's AGLIWD. Brother Dam retired in October 1970.

CURTIS DUCOTE

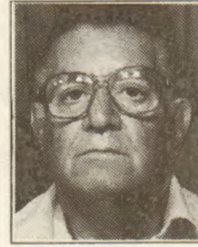


Pensioner Curtis Ducote, 74, passed away February 23. Born in Texas, he began sailing with the Seafarers in 1947 from the port of Mobile, Ala. Brother Ducote sailed as a member of the engine department. During World War II, he served in the U.S. Army. Brother Ducote resided in Florida and began receiving his pension in August 1981.

JOHNNY FERRO

Pensioner Johnny Ferro, 78, died March 18. He started his career with the SIU in 1961 in the port of New Orleans. Brother Ferro sailed in the deck department and retired in September 1985. The Louisiana native served in the U.S. Navy from 1937 to 1959.

LEONARDO FIORENTINO



Pensioner Leonardo Fiorentino, 74, passed away recently. A native of New York, he began sailing with the Seafarers in 1945 from the port of Philadelphia. Brother Fiorentino sailed in both the steward and engine departments. He began receiving his pension in June 1985.

DONNA MAE HAMILTON



Pensioner Donna Mae Hamilton, 70, passed away March 11. She embarked on her sea-going career with the MC&S in 1956, before that union merged with the SIU's

AGLIWD. Sailing as a waitress, Sister Hamilton's first ship was the *SS Matsonia*. She upgraded to yeomanette and worked in the chief steward's office. Sister Hamilton made her home in California and began receiving her pension in July 1978. Following cremation, Sister Hamilton's ashes were scattered at sea off the coast of Carmel, Calif.

RAMON GALARZA

Pensioner Ramon Galarza, 77, died April 28. Brother Galarza joined the SIU in 1943 in the port of Galveston, Texas. Born in Puerto Rico, he sailed as a member of the steward department and retired in May 1970.

SAGO C. HANKS



Pensioner Sago C. Hanks, 80, died April 14. Brother Hanks joined the Seafarers in 1948 in the port of Mobile, Ala. The Alabama native sailed in the engine department as an electrician and retired in February 1977.

WILLIE N. HOUSTON

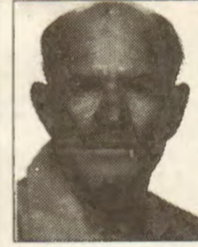


Pensioner Willie N. Houston, 73, passed away April 8. Born in Louisiana, he began sailing with the MC&S in 1945, before that union merged with the SIU's AGLIWD. Brother Houston last sailed as a chief cook. He retired in November 1989.

CLARENCE JONES

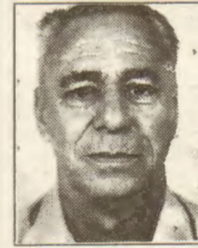
Pensioner Clarence Jones, 63, died April 20. A native of Virginia, he started his career with the Seafarers in 1956. Brother Jones sailed as a member of the steward department and began receiving his pension in November 1990.

EADEN E. KING



Pensioner Eaden E. King began sailing with the SIU in 1945 from the port of New Orleans. Shipping in the deck department, his first vessel was the *Alcoa Cutter*. Born in the British West Indies, Brother King retired in August 1978.

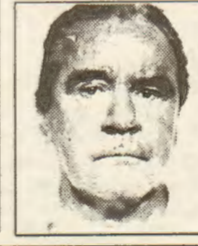
NOLAN R. LEDET



Pensioner Nolan R. Ledet, 78, died April 13. A native of Texas, he started his career with the Seafarers in 1963 in the port of Houston.

Brother Ledet last sailed in the engine department as a chief engineer. He served in the U.S. Army from 1940 to 1945. Brother Ledet started receiving his pension in June 1983.

MICHAEL MARCELLO



Pensioner Michael Marcello, 79, passed away April 6. Born in Connecticut, he joined the SIU in 1950 in the port of New

York. He first sailed on the *SS Republic* as an oiler and later transferred to the steward department. As a veteran of World War II, he served in the U.S. military from 1940 to 1948. Brother Marcello retired in May 1982.

CLARK MEDLEY JR.

Pensioner Clark Medley Jr., 71, died May 9. He began sailing with the Seafarers in 1944 from the port of San Francisco. Born in Georgia, Brother Medley sailed in the deck department. He last shipped aboard the *Cove Navigator* before retiring from the union in August 1983.

JAIKUN PARK

Pensioner Jaikun Park, 64, passed away December 25, 1995. Brother Park joined the MC&S, before that union merged with the SIU's AGLIWD. He began receiving his pension in May 1978.

FRANK S. PAYLOR



Pensioner Frank S. Paylor, 75, died April 20. Born in North Carolina, he started his career with the Seafarers in 1951 in the port of New Orleans, sailing in the steward department. Brother Paylor upgraded at the Lundeberg School and graduated from the steward recertification program there in 1979. He retired in June 1987.

STANLEY F. PHILLIPS

Pensioner Stanley F. Phillips, 70, passed away April 25. The Indiana native started his career with the SIU in 1968 in the port of San Francisco. Brother Phillips sailed in the engine department and upgraded to QMED at the Lundeberg School. He served in the U.S. Navy from 1942 to 1945. Brother Phillips began receiving his pension in August 1990.

SEBASTINO A. PIRES



Pensioner Sebastino A. Pires, 86, died recently. Born in Portugal, he began sailing with the Seafarers in 1947 from the port of Galveston, Texas. Brother Pires last sailed in the steward department as a chief cook. He retired in December 1979.

LUIS A. POLANCO



Pensioner Luis A. Polanco, 75, passed away April 25. He joined the SIU in 1952 in the port of New York. Born in Puerto Rico, Brother Polanco sailed in the deck department. He completed the bosun recertification course at the Lundeberg School in 1976. Brother Polanco started receiving his pension in July 1982.

TOMAS C. RAMIREZ



Pensioner Tomas C. Ramirez, 72, died February 11. Brother Ramirez started his career with the Seafarers in 1953 in the port of New York.

Born in the Philippines, he sailed as a member of the steward department

and upgraded at the Lundeberg School. Brother Ramirez retired in June 1983.

P.M. RIVERA

Pensioner P.M. Rivera, 84, passed away January 29. He first sailed with the MC&S in 1945, before that union merged with the SIU's AGLIWD. Brother Rivera last sailed aboard the *SS Guam Bear*. He made his home in Puerto Rico and began receiving his pension in August 1975.

ALBERT J. ROBILLARD



Pensioner Albert J. Robillard, 71, died February 24. Born in Connecticut, he joined the Seafarers in 1980 in the port of New Orleans. Brother Robillard sailed as a member of the deck department. He served in the U.S. Navy from 1942 to 1945. Brother Robillard retired in July 1990.

LONNIE ROBINSON JR.

Pensioner Lonnie Robinson Jr., 75, passed away October 28, 1995. A native of Mississippi, he started his career with the MC&S in 1958 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Robinson began receiving his pension in July 1970.

ROSARIO A. ROLON

Rosario A. Rolon, 76, died March 9. He began sailing with the Seafarers in 1989 from the port of New York. Born in Puerto Rico, Brother Rolon sailed in the engine department and upgraded to QMED at the Lundeberg School.

JOHN E. "BIG DADDY" SAMUELS



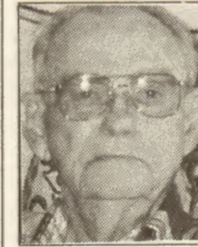
Pensioner John E. "Big Daddy" Samuels, 65, passed away April 3. Born in Alabama, he joined the SIU in 1958 in the port of New Orleans. The steward department member upgraded at the Lundeberg School and graduated from the steward recertification course there in 1982. From 1951 to 1953, he served in the U.S. Army. Brother Samuels retired in October 1992.

INLAND

JAMES L. FARREN

Pensioner James L. Farren, 86, died January 20. A native of Maryland, he started his career with the SIU in 1957 in the port of Baltimore. Sailing in the deck department, Boatman Farren last shipped as a captain. He began receiving his pension in May 1973.

WALTER L. HOUSE



Pensioner Walter L. House, 81, died March 18. Born in North Carolina, he began sailing with the SIU in 1956 from the port of New Orleans. Boatman House sailed as a chief engineer. He began receiving his pension in September 1978.

WILLIAM C. HASSELL

Pensioner William C. Hassell, 82, passed away April 27. He joined the

Continued on page 20

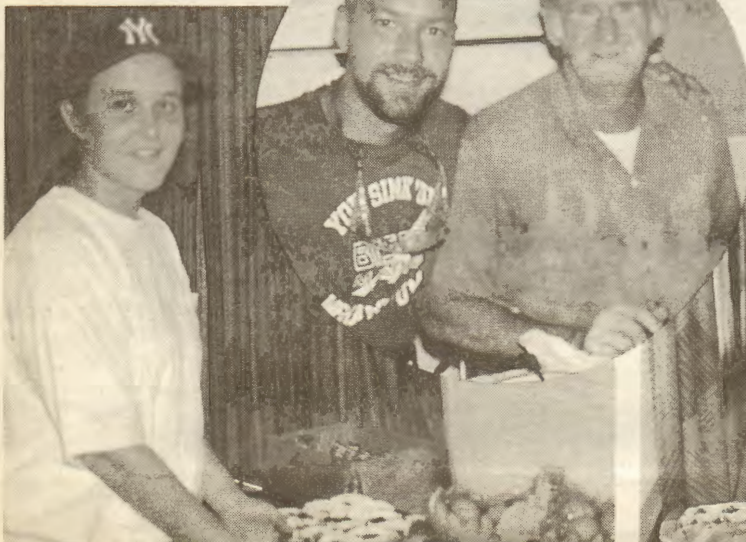
Easter Sunday Celebrated in Style Aboard Baugh



Posing after a day full of preparing the Easter feast is SA Jack Mohamd.

BELOW: Enjoying their Easter dinner are AB James Frank (left) and AB Howard Hare.

Making the final preparations for Easter dinner aboard the PFC William B. Baugh is Chief Cook Edward Tully.



Arranging fresh pastries for crewmembers to enjoy is SA Jodee Stinnett.

SA Benjamin Mathews puts out trays of hors d'oeuvres.



LEFT: Galley gang members fill a table with delicious hors d'oeuvres and desserts to accompany the Easter dinner.



Preparing mashed potatoes for Easter dinner are Steward/Baker Kenneth Roetzer (right) and Assistant Cook Bryant Cromwell.

Oceans may separate Seafarers from the traditional way of celebrating the American holidays; however, Seafarers who sail in the steward department try their best to make a holiday special for those away from home.

Such was the case this Easter aboard the SIU-crewed PFC William B. Baugh. In a letter to the Seafarers LOG, Radio Officer T.J. O'Brien detailed a special Easter celebration held by the crew while the Maersk Lines containership was en route to Manama, Bahrain.

"Steward Baker Kenneth Roetzer and Chief Cook Edward Tully took care to assure a special Easter Sunday celebration," wrote the radio officer. "In the middle of the Persian Gulf, surrounded by the Islam countries of Bahrain, Saudi Arabia and Iran, they created a spectacular Easter feast. The

galley department members treated their shipmates to a choice of sugar cured ham, roasted leg of lamb or broiled rock lobster tail — or all of the above!" stated O'Brien, who also sent the photos accompanying this article.

"Crewmembers had only the most profound praise for this and the continued excellent meals served by the galley gang," concluded O'Brien.

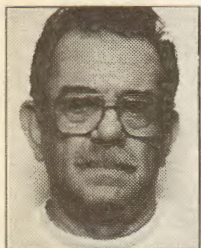
In addition to the above-mentioned dinner items, the galley gang also prepared a special brunch. Entrees included made-to-order omelets, grilled steak, pancakes, french toast, fresh fruit, fresh waldorf salad, homemade minestrone soup, chilled cajun shrimp, buttered corn, seasoned green beans, mashed potatoes, apple pie, pecan pie, ice cream and assorted fresh breads and rolls.

Final Departures

Continued from page 19

Seafarers in 1961 in the port of Philadelphia. The deck department member sailed primarily on vessels operated by McAllister Brothers. Born in North Carolina, Boatman Hassell retired in February 1976.

GERALD N. KELLER



Pensioner Gerald N. Keller, 69, passed away February 5. Boatman Keller joined the Seafarers in 1956 in the port of New Or-

leans. The Louisiana native advanced from deckhand to captain, sailing primarily on vessels operated by Crescent Towing and Salvage. From 1943 to 1946, he served in the U.S. Navy. Boatman Keller retired in June 1986.

GEORGE H. PARKS



Pensioner George H. Parks, 71, died April 30. A native of North Carolina, he joined the SIU in 1977 in the port of Norfolk, Va. The

deck department member upgraded his skills at the Lundeberg School. He last sailed as a tugboat captain. During World War II, Boatman

Parks served in the U.S. Navy. He lived in Virginia and began receiving his pension in September 1990.

JOSEPH A. RAKOWSKI



Pensioner Joseph A. Rakowski, 66, passed away April 9. He began his seafaring career in 1956 in the port of Baltimore. The

deck department member last sailed on vessels operated by McAllister Brothers. A resident of Maryland, Boatman Rakowski retired in August 1984.

GERALD L. RHOADES

Pensioner Gerald L. Rhoades, 74, died February 24. Born in Mississippi, he started his career with the SIU in 1968 in the port of New Orleans. He upgraded his deck department skills at the Lundeberg School. Boatman Rhoades sailed primarily on vessels operated by Dixie Carriers. He last sailed as a captain. A resident of Tennessee, Boatman Rhoades began receiving his pension in June 1983.

GREAT LAKES

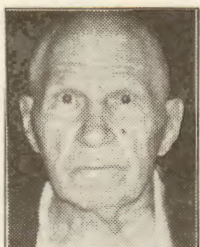
ALBERT F. GUFFNER

Pensioner Albert F. Guffner, 88, passed away February 21. Brother Guffner began his sailing career in the 1940s as a fireman on tugs operating in Buffalo Harbor. The New York native joined the Seafarers in 1961 in the port of Buf-



falo, N.Y. Brother Guffner sailed as a member of the deck department primarily on vessels operated by Great Lakes Towing Co. A resident of South Buffalo, N.Y., Brother Guffner retired in January 1974.

JOHN F. SABOWSKI



Pensioner John F. Sabowski, 85, died February 20, 1996. A native of Wisconsin, he started shipping on the Great Lakes in the 1930s and joined the SIU in 1960 in the port of Detroit. Brother Sabowski sailed in the steward department and upgraded at the Lundeberg School. Residing in Wisconsin, he began receiving his pension in January 1979.

ROBERT H. SAMPSON



Pensioner Robert H. Sampson, 70, passed away March 17. He began sailing with the Seafarers in 1960 from the port of Detroit. Brother Sampson shipped in the deck department and retired to his home state of Wisconsin in December 1988.

ATLANTIC FISHERMEN

JAMES GENAWESE

Pensioner James Genawese 84, died March 1. A native of Massachusetts, he joined the Atlantic Fishermen's Union, an affiliate of the SIU, before it merged with the AGLIWD in 1981. During World War II, he served in the U.S. military. A resident of Gloucester, Mass., Brother Genawese began receiving his pension in March 1976.

VITO J. PALAZZOLA



Pensioner Vito J. Palazzola, 73, passed away April 6. Brother Palazzola started his career with the Atlantic Fishermen's Union in 1966 in the port of Gloucester, Mass., before that union merged with the AGLIWD. Brother Palazzola sailed in the deck department and retired to Gloucester, Mass. in May 1985.

WILLIAM S. PARISI

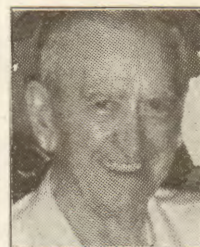


Pensioner William S. Parisi, 70, died March 18. Born in Massachusetts, he joined the Atlantic Fishermen's Union in 1967 in the port of Gloucester, Mass., before it merged with the AGLIWD. Brother Parisi sailed in the engine department. During World War II, he served in

the U.S. Navy. A resident of Gloucester, Mass, Brother Parisi retired in July 1988.

RAILWAY MARINE

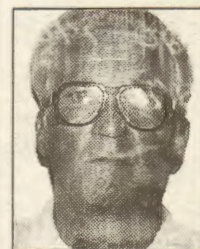
HOWARD "HANK" F. BROWER



Pensioner Howard F. Brower, 80, passed away March 30. He began his career with the Seafarers in 1959 in the port of New York.

The deck department member sailed as a tug mate and tug dispatcher, working primarily for the Baltimore & Ohio Railroad. He served in the U.S. Navy from 1942 to 1946. Born in New York, Brother Brower served as an SIU organizer during the New York railroad strike in 1961. He retired to Florida in December 1973.

THOMAS F. CALBY



Pensioner Thomas F. Calby, 68, died March 26. He started his career with the SIU in 1953 in his native New York. He sailed as a member of the deck department and worked primarily for New York Cross Harbor Railroad. From 1945 to 1946, he served in the U.S. Army. Brother Calby began receiving his pension in August 1987.

Digest of Shipboard Union Meetings

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

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

USNS POTOMAC (Bay Ship Management), January 14—Chairman **David Zurek**, Secretary **E. Cordova**, Educational Director **James McParland**, Deck Delegate **Wayne Powers**, Steward Delegate **Brad Stephenson**. Chairman noted 1996 Lundeberg School class schedule and union meeting dates posted in crew lounge. Educational director stressed importance of upgrading at Paul Hall Center. Treasurer announced \$100 in ship's fund. No beefs or disputed OT reported. Chairman read letter from union headquarters answering crewmembers questions concerning agreement. Crew thanked steward department for job well done.

FRANCES HAMMER (Ocean Shipholding), February 11—Chairman **Richard Wilson**, Secretary **Larry Ewing**, Educational Director **Major Smith Jr.**, Steward Delegate **Dadang Rashidi**. Captain reminded crewmembers about requirements regarding facial hair because of need for snug fit of benzene masks. Educational director advised crew to attend tanker operation/safety course at Piney Point. Treasurer announced \$872 available in ship's fund. No beefs or disputed OT reported. Crew asked contracts department to look into improved dental coverage in new contract and requested medical identification cards for hospital visits. Crew noted new ice machine and dryer needed. Chairman announced payoff when ship docks in New Jersey. Crew extended vote of thanks to galley gang for job well done. Moment of silence observed by crewmembers for departed SIU brothers and sisters.

LAWRENCE H. GIANELLA (Ocean Shipholding), February 18—Chairman **Terry Armas**, Secretary **James Lewis**, Educational Director **Frederick Vogler**, Deck Delegate **Jonathan Weaver**, Steward Delegate **S. Suraredjo**. Chairman reported no response received concerning repair list. Educational director reminded crewmembers of importance of taking tanker operation/safety course at Lundeberg School. Treasurer announced \$140 in ship's fund. No beefs or disputed OT reported. Secretary stated crew needs STCW identification by October 1, 1996 and suggested all crew-

members contact U.S. Coast Guard regional exam center nearest their home port. Crew noted dryer on second deck needs repairs.

LEADER (Kirby Tankships), February 29—Chairman **Mark Holman**, Secretary **Matthew Scott**, Educational Director **Milton Israel**, Deck Delegate **Ronald Webb**, Engine Delegate **Kenneth Scott**. Chairman welcomed new crewmembers aboard and thanked deck department for job well done. He announced payoff upon arrival in Texas City, Texas on June 2. Educational director advised crew to upgrade at Piney Point to maintain a strong merchant marine. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate. Crewmembers discussed tanker operation/safety course being offered at Lundeberg School. Crew thanked steward department for job well done.

LNG AQUARIUS (ETC), March 17—Chairman **John Thompson**, Secretary **Franklin Robertson**, Educational Director **Ralph Gosnell**, Deck Delegate **Floyd Hackmann**, Engine Delegate **Bruce Smith**, Steward Delegate **Rafael Cardenas**. Chairman complimented crewmembers on job well done separating plastics from regular garbage. Bosun reminded crew to register to vote for upcoming federal elections and put safety first while working. Educational director noted importance of upgrading at Paul Hall Center. No beefs or disputed OT reported. Chairman read letter from **LNG Capricorn** crewmembers and posted it on bulletin board. Chairman encouraged crew to write members of Senate to urge them to help pass maritime revitalization legislation.

RANGER (OMI Corp.), March 31—Chairman **Daniel Laitinen**, Secretary **Neville Johnson**, Educational Director **R. Prim**, Deck Delegate **Larry Martin**, Engine Delegate **Juan Garcia**, Steward Delegate **Jorge Bernardez**. Chairman announced cargo scheduled for discharge in Buenos Aires and then load additional cargo for China. He noted vessel to stop in Singapore for bunkers before sailing to China. Secretary announced small portion of stores to be received in Buenos Aires and 60-day supply due while vessel is docked in Singapore. Educational director urged crew to attend tanker operation/safety course at Lundeberg School as soon as possible in order to continue sailing aboard tankers. No beefs or disputed OT reported.

CPL. LOUIS J. HAUGE (Maersk Lines), April 4—Chairman **Donald Rezendez**, Secretary **William Bunch**, Educational Director **Alfred Herrmann**, Deck Delegate **George Jordanaides**, Engine Delegate **Cartez Horton**, Steward Delegate **Michael Watts**. Crew asked contracts department for update on contract negotiations. Bosun recommended all SIU members get tankerman assistant rating in order to sail aboard tankers. Educational director advised members to take advantage of upgrading opportunities available at Paul Hall Center. Crew commented on great barbecue at seafarers center in Al Jubayl, Saudi Arabia. No beefs or disputed OT reported. Bosun asked crew to help keep all shipboard areas clean. He

reminded crewmembers to rewind and return all videotapes to movie locker after use. Crew thanked steward department for cleaning carpets in crew fo'c's's'les. Chairman thanked crew for assistance in handling and securing trash. Crew thanked galley gang for barbecue and good variety of daily meals. Crewmembers noted their sadness over final departure of SIU Brother **Michael Hurley**. Crew reported Hurley will be missed by all who knew him and sailed with him.

CHARLES L. BROWN (Transoceanic Cable), April 25—Chairman **Francisco Sousa**, Secretary **Andrew Hagan**, Educational Director **Mike Rubino**, Engine Delegate **Craig Knorr**, Steward Delegate **Allan Sim**. Chairman announced ship payoff on May 1. He reminded crewmembers ship on cable repair standby. Treasurer announced \$700 in ship's fund. No beefs or disputed OT reported. Bosun noted ship's movie locker has been reorganized and asked crew to return movies to locker in correct order. Chairman asked crewmembers not to slam doors. Next port: St. Thomas, U.S.V.I.

GOPHER STATE (IUM), April 12—Chairman **Thomas Votsis**, Secretary **K.L. Nolan**, Educational Director **Mann Aroon**, Deck Delegate **David Brown**, Steward Delegate **Wayne Webb**. Crew asked contracts department to keep them informed of contract negotiations between union and IUM. Chairman encouraged every member to attend regular union meetings whether at sea or ashore. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate. Crew requested new movies. Steward discussed high prices of steak, shrimp and fresh fish in foreign markets and explained how this affects ship's stores. Next port: Guam.

LNG CAPRICORN (ETC), April 14—Chairman **Charles Kahl**, Secretary **Dana Paradise**, Educational Director **Robert Rice**, Deck Delegate **Otis Session**, Engine Delegate **Richard Lewis**, Steward Delegate **Udjang Nurdjaja**. Chairman thanked entire crew for safe and productive voyage and cautioned crewmembers to be careful while in shipyard. He wished crewmembers signing off a safe and pleasant vacation. Bosun reminded crew to turn keys in to department head and leave rooms clean. Chairman also urged members to donate to SPAD. Secretary asked crewmembers to leave quarters clean and put dirty linens into bags on second level. He added vacation forms are available for those who need them. Educational director reminded crew to upgrade at Piney Point as soon and as often as possible. No beefs or disputed OT reported. Chairman discussed letter from union concerning vacation eligibility for members and noted change in food suppliers. Steward commended galley gang for job well done and crew thanked galley gang for good meals and service. Next port: Nagasaki, Japan.

OVERSEAS BOSTON (Maritime Overseas), April 24—Chairman **Jeffrey H. Kass**, Secretary **John Hottschlag**, Educational Director **James Cleland**, Steward Delegate **Russell Barnett**. Chairman announced payoff upon arrival in Ferndale, Wash. Educational director reminded crewmembers STCW identification required by October 1. No beefs or disputed OT reported. Crew discussed upcoming standard agreement negotiations and chairman read letter from headquarters answering questions raised in March ship's minutes. Crewmembers noted letter from crew drafted and sent to senators seeking support for maritime revitalization, urging them to pass the critical legislation and save the merchant fleet. Chairman reminded crew of importance of donating to SPAD.

OVERSEAS MARILYN (Maritime Overseas), April 28—Chairman **M. Galliano**, Secretary **Pernell Cook**, Deck Delegate **James Brinks**, Engine Delegate **A. Hickman Jr.**, Steward Delegate **Samuel Concepcion**. Deck delegate reported disputed OT and thanked steward department for job well done. No beefs or disputed OT reported by engine or steward delegates. Crew informed that new mattresses were ordered. Next port: Haifa, Israel.

OVERSEAS OHIO (Maritime Overseas), April 21—Chairman **Bill Barrett**, Secretary **Earl Gray**, Educational Director **Scott Wilkinson**, Deck Delegate **Ben Ahakuelo**, Engine Delegate **Steve Rollins**, Steward Delegate **William Moe**. Chairman advised crew to have winter gear in order for Alaska. He

donate to SPAD. Educational director reminded crew of importance of upgrading skills at Paul Hall Center. No beefs or disputed OT reported. Crew requested new furniture for crew lounge. A vote of thanks was given to steward department for job well done. Crewmembers observed minute of silence for departed SIU brothers and sisters.

SEA-LAND NAVIGATOR (Sea-Land Services), April 18—Chairman **Werner Becher**, Secretary **M. Sani**, Educational Director **Daniel Dean**, Deck Delegate **Rene Rafer**, Engine Delegate **Mohamed Eljahmi**, Steward Delegate **Gary Loftin**. Chairman announced payoff set for Tacoma, Wash. on April 19. Chairman thanked crew for hard work performed in Kaohsiung shipyard while vessel was there. He advised crew-

Union Meeting Held on ITB Groton



During a recent payoff onboard the *ITB Groton* in St. Croix, U.S.V.I., some of the crewmembers got together for a group photo. Assembled in the galley of the Sheridan Transportation Co. vessel are (from left, front) Bosun Mike Moore, Steward/Baker Kenneth Long, Assistant Cook M. Hussein, (second row) QMED/Pumpman Pedro Santiago, AB Jim Harris, DEU Abdul Alokaish, AB Walter Ratcliff and AB Brian Fountain.

also reminded crew of importance of shipboard safety. Secretary noted next trip will be to Honolulu and Long Beach, Calif. He urged members to continue to be politically active in the fight for survival of maritime industry. Secretary also reminded crewmembers of need for tankerman assistant rating to work aboard tankers. Educational director discussed importance of upgrading at Lundeberg School to ensure continued success of entire maritime industry. No beefs or disputed OT reported. Bosun advised crew to read *Seafarers LOG* for all union news and happenings. Crew extended special vote of thanks to Captain Gillespie for new movies and to galley gang for job well done.

PAUL BUCK (Ocean Shipholding), April 7—Chairman **John Koneles**, Secretary **Dwight Wuerth**, Educational Director **James Robbins**, Deck Delegate **Bob Bell**, Engine Delegate **L. Lee**, Steward Delegate **Lee Pullman**. Chairman reminded crewmembers to obtain STCW certificate by October 1, 1996. He discussed process members must take to receive STCW identification from a U.S. Coast Guard regional exam center closest to their home. He reminded ABs to apply for tankerman assistant rating as soon as possible. Educational director encouraged members to upgrade at Piney Point to remain qualified and keep updated on latest regulations affecting maritime industry. Treasurer reported \$50 in ship's fund. No beefs or disputed OT reported. Steward asked crewmembers to make sure items for night lunch are covered after use. Next port: Kuwait.

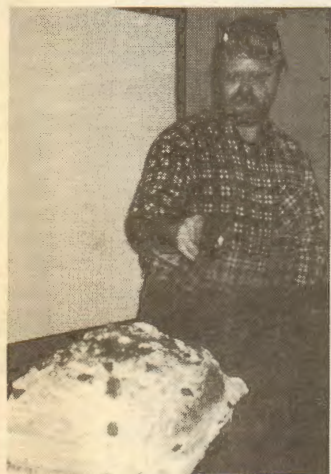
ROBERT E. LEE (Waterman Steamship Co.), April 21—Chairman **Bill Penney**, Secretary **Danny Brown**, Educational Director **Eddie Johnson**, Deck Delegate **Michael Stein**, Engine Delegate **Leroy Williams**. Chairman announced payoff upon arrival in port of New Orleans. Secretary asked all members to

members to keep doors locked while in port. Educational director reminded crew of benefits gained through upgrading at Lundeberg School. No beefs or disputed OT reported. Crew asked contracts department to look into improved dental coverage in new contract. Crew thanked galley gang for job well done. Next port: Oakland, Calif.

SEA-LAND QUALITY (Sea-Land Services), April 3—Chairman **Ruben Morales**, Secretary **Terry Smith**, Educational Director **D. Mantel**, Deck Delegate **Raymond Johnson**, Engine Delegate **Keith Riddick**, Steward Delegate **Gina Lightfoot**. Bosun thanked all three departments for hard work. Educational director reminded crewmembers to upgrade at Piney Point. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Steward reported three new lounge chairs ordered. He also asked entire crew to observe meal hours and rewind videotapes. Next port: Charleston, S.C.

SEA-LAND RELIANCE (Sea-Land Services), April 7—Chairman **Perry Greenwood**, Secretary **Mark Scardino**, Educational Director **Steve Bigelow**, Engine Delegate **W. Hutchinson**, Steward Delegate **Dien Short**. Educational director reminded members that education is key to job security and to upgrade at Paul Hall Center as often as possible. Engine delegate reported engine utility being denied overtime for tying up and letting go. No beefs or disputed OT reported by deck and steward delegates. Crew thanked electrician for changing compressor on second tier of reefer boxes. Crew noted electrician needs someone to hold ladder for him while longshoremen are throwing lashing on deck. Crew reported TV antenna in crew lounge not working. Bosun announced radio has been fixed and 13 new movies purchased in Taiwan with crew fund. Crew extended special thanks to galley gang. Next port: Tacoma, Wash.

Finishing Touches



After his regular shipboard duties aboard the *OOCL Innovation*, AB Dan Brinson assists with the finishing touches on a baked Alaska "Yukon" style (filled with Heath bar bits, Hershey chocolates and covered with fresh meringue and shaved chocolate). Brinson sails from the port of Jacksonville, Fla.

Lundeberg School Graduating Classes



Trainee Lifeboat Class 548—Graduating from trainee lifeboat class 548 are (from left, kneeling) Fernando Ortega, Bernard Baker II, Bruce Miangolarra Jr., (second row) Thomas Haney Jr., Anthony Besecker, William Harris, Keith Williams and Jeff Swanson (instructor).



Radar Observer—Upgrading graduates of the May 2 radar observer class are (from left, kneeling) Tom Gilliland (instructor), Roy Honeycutt, Brenda Littlefield, George Decker, (second row) Alex Buckler, Rick James and Charles Bonniwell.



Upgrader Lifeboat—SIU members completing the upgrader lifeboat class on April 3 are (from left, kneeling) James Canty, Don Lynn Jr., Lester Harris III, (second row) Shawn Koonce, Antonio Miranda-Cubas, James Murray Jr., Michael Wine and Isaiah Overton.



Oil Spill Containment—Completing the Paul Hall Center's 40-hour oil spill recovery and containment course on April 11 are members of trainee class 549. They are (from left, kneeling) Mario Chery Jr., Webster Bourgeois, David O'Brien, Thomas Hale, (second row) Clinton Zavros, Shawn McCort, Tom Nesmith, Lovell Smith, (third row) John Smith (instructor), Kamal Moore, Leonard Bonarek and Alexander Persons IV.



Marine Electrical Maintenance—Seafarers graduating from the marine electrical maintenance class on April 25 are (from left) kneeling) James Siegar, Miguel Rullan, Mark Francois, William Cameron, (second row) Mark Jones (instructor), John Knott, Brian Wilder, Wayne Gonsalves, Stanley Golden and John Penrose.



Tanker Operation/Safety—SIU members completing the tanker operation/safety course on April 9 are (from left, first row) Konstantino Koutouras, Joyce O'Donnell, Lawrence Carranza, Higold Rolando Schultze, Glenn Bumpas, Justin Rodriguez, (second row) Rogelio Ybarra, Alberto Gutierrez, Dagang Rashidi, Jose Ferreira, John Kelley, Adam Talucci, Cesar Gutierrez, (third row) Joseph Spell II, Vagn Nielsen, Michael Hall, Shad Ball, Robert Mayer, Kathleen Kemp, Ernest Lacunza Jr., Otto Borden (fourth row) Milton Hollis, Harry Kinsman Jr., Nicholas Gaines, Rolfe Welch, Jonathan Newhouse, Ronald Rizzuto, Marcos Hill, (fifth row) Anecito Limboy, Rodney Roberson Jr., Robert Warren, Giuseppe Ciciulla, Abdullah Ahmed, David Terry Jr., (sixth row) Louis Flade, Robert Wilcox Jr., Anton Sulic and Richard Morris.



Tanker Operation/Safety—Seafarers completing the tanker operation/safety course on April 23 are (from left, kneeling) Melvin Hite, Miguel Collazo, George Vorise Jr., Vince Pingitore (instructor), (second row) Jessy Sunga, Cesar Avila, Henry Freeman III, Alice Caballero-Wilder, Sharon Naquin, John Bull, (third row) William Rust, Juan Tolentino, Stanley Washington Sr., Charles Gooch, Eduardo Elemento, Veronika Cardenas, Robin Palmer, Julie Borovik, Heather Stilwell, Mostafa Loumrhari, Greg Johnson, Luis Caballero, (fourth row) John Gehring, Norman Cox III, Thomas Johnson, Florencio Nieves Jr., Wiley Owens and Brett Newsome.

LUNDEBERG SCHOOL 1996 UPGRADING COURSE SCHEDULE

The following is the schedule for classes beginning between July and December 1996 at the Seafarers Harry Lundeberg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

Please note that this schedule may change to reflect the needs of the membership, the maritime industry and—in times of conflict—the nation's security.

Students attending any of these classes should check in the *Saturday before* their course's start date. The courses listed here will begin promptly on the morning of the start dates.

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	October 14	December 13
Bridge Management	August 19	August 30
Limited License	July 1	August 9
Radar	August 12	August 16
Third Mate	August 26	December 13
Celestial Navigation	September 30	November 8

Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	October 14	December 13
Diesel Engine Technology	August 12	September 13
Hydraulics	November 11	November 29
Marine Electrical Maintenance I	July 15	August 23
Marine Electrical Maintenance II	August 26	October 4
Marine Electronics Technician II	July 15	August 23
Welding	July 15	August 9
Pumproom Maintenance	August 19	August 30
Power Plant Maintenance	November 4	December 13
Third Assistant Engineer	September 23	December 13

Steward Upgrading Courses

Course	Start Date	Date of Completion
Assistant Cook/Cook and Baker, Chief Cook, Chief Steward	August 12	November 1

Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Operation/Safety	July 22	August 16
	August 19	September 13
	September 21	October 11
	October 14	November 8
	November 11	December 6
Tankerman Recertification	August 19	August 30
	October 14	October 25
	November 11	November 22
Advanced Firefighting	September 30	October 11

Inland Courses

Course	Start Date	Date of Completion
Radar Observer/Inland	(see radar courses listed under deck department)	

Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	August 5	September 6
Steward Recertification	July 1	August 2

Additional Courses

Course	Start Date	Date of Completion
GED Preparation	July 22	October 12
Adult Basic Education (ABE)	August 5	September 13
	October 14	November 22
English as a Second Language (ESL)	September 2	October 11
Lifeboat Preparation	August 26	September 6
Introduction to Computers	to be announced	
Developmental Math - 098	July 1	August 3
Developmental Math - 099	July 1	August 3

UPGRADING APPLICATION

Name _____
(Last) (First) (Middle)

Address _____
(Street)

Telephone _____ (City) _____ (State) _____ (Zip Code)
(Area Code) Date of Birth _____
(Month/Day/Year)

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

Endorsement(s) or License(s) now held _____

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

If yes, class # _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

Do you hold the U.S. Coast Guard Lifeboatman Endorsement?

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

With this application, COPIES of your discharges must be submitted showing sufficient time to qualify yourself for the course(s) requested. You also must submit a COPY of each of the following: the first page of your union book indicating your department and seniority, your clinic card and the front and back of your z-card as well as your Lundeberg School identification card listing the course(s) you have taken and completed. The admissions office WILL NOT schedule you until all of the above are received.

COURSE	BEGIN DATE	END DATE
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

NOTE: 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.

SIGNATURE _____ DATE _____

RETURN COMPLETED APPLICATION TO: Lundeberg School of Seamanship, Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075.

6/96



SUMMARY ANNUAL REPORT

The summary of the annual report for the Seafarers Vacation Fund may be found on page 18 in this issue of the LOG.

Seafarers Join Nation in Remembering Mariners



David O'Brien (left) joins a salute by VADM Phillip Quast, head of the Military Sealift Command, and Asst. Navy Secretary John Douglass following the placing of a wreath at the Washington Navy Memorial.

Across the country, Seafarers joined with their fellow Americans to honor and remember merchant mariners who have gone before them during ceremonies recognizing Maritime Memorial Day on May 22.

In the nation's capital, SIU members participated as an honor guard for both the Maritime Administration's ceremony on Capitol Hill and the Propeller Club of Washington, D.C.'s maritime night at the ballpark in Bowie, Md.

Seafarer David O'Brien represented all merchant mariners at the wreath-laying ceremony held by the Military Sealift Command at the Navy Memorial in Washington.

Another tribute to merchant mariners took place at Battery Park in New York City, followed by a luncheon at the Seaman's Church Institute.



During a ballpark ceremony in Bowie, Md., Deputy Maritime Administrator Joan Yim reads the Maritime Day proclamation from President Bill Clinton while trainees from the Lundeberg School serve as the color guard. From left, behind Yim, are Clinton Zavros, Raymond McKnight Jr., Leonard Bonarek and Mario Chery.

special mass at the Catholic Maritime Club. This was followed by a tossing of memorial wreaths from a city fireboat in Mobile Bay. Recertified Steward Robert Scott, Recertified Bosun William "Scottie" Byrne and Mobile Port Agent Dave Carter represented the union on the fireboat.

The Texas ceremony at the Port Arthur merchant marine memorial was organized by the Rev. Sinclair Oubre, an SIU member, and the Port Arthur Seamen's Center.

On the West Coast, Seafarers were among the 600 people who set sail aboard the Liberty Ship *Jeremiah O'Brien* for its annual voyage under the Golden Gate Bridge in San Francisco. More than 30 wreaths were placed in the Pacific Ocean during the trip to remember those who had lost their lives at sea.

Congress established Maritime Memorial Day in 1933 to promote the public's awareness of the nation's maritime heritage. The date chosen marks the anniversary of the first transatlantic steamship voyage, completed by the *SS Savannah*, in 1819.

QMED Darryl White said he was honored to participate in the New York memorials. "Being present at such a ceremony honoring the mariners that went before is important to me. It was nice to remember, to appreciate and to dedicate one day just to them," White told the *Seafarers LOG*.

On the Gulf Coast, Seafarers took part in the annual ceremonies at Mobile, Ala. and Port Arthur, Texas.

The Alabama port city held a

National Maritime Day, 1996 Proclamation by President of the United States of America

The men and women of the United States Merchant Marine stand prepared to help our Nation in times of crisis. Their outstanding professionalism and performance have been manifest throughout America's proud history, most recently in the Persian Gulf, Haiti, and Somalia. Today, these brave individuals continue to bring honor to the maritime community and to our country through their steadfast service to our troops in Bosnia.

Those working on and in support of U.S. vessels play another important role by strengthening our economy. Every day, merchant ships carry the Nation's domestic and foreign commerce, acting as an integral part of our seamless transportation system. Those aboard go to sea to move American goods and materials, to help provide aid and comfort to others around the world, and, when necessary, to defend our interests and to seek international peace.

The Maritime Security Program legislation currently before the Congress will preserve a strong sealift capability so that critical military cargoes can reach American troops and our allies abroad as they strive to fulfill their peacekeeping and humanitarian missions. It will protect American jobs and foster our efforts to expand international trade. In standing behind this important measure, we affirm our commitment to maintaining a strong U.S.-flag presence on the high seas for our continued national security and economic growth.

In recognition of the importance of the U.S. Merchant Marine, the Congress, by a joint resolution approved May 20, 1933, has designated May 22 of each year as "National Maritime Day" and has authorized and requested the President to issue annually a proclamation calling for its observance.

Now, therefore, I, William J. Clinton, President of the United States of America, do hereby proclaim May 22, 1996, as National Maritime Day. I urge all Americans to observe this day with appropriate programs, ceremonies, and activities and by displaying the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.

In witness whereof, I have hereunto set my hand this twenty-first day of May, in the year of our Lord nineteen hundred and ninety-six, and of the Independence of the United States the two hundred and twentieth.

William J. Clinton



Participating in ceremonies in Mobile, Ala. are Recertified Bosun William "Scottie" Byrne (far left) and Recertified Steward Robert Scott (far right).



OMU Terrence Reed (left) and QMED Darryl White help commemorate Maritime Memorial Day at Battery Park in New York City.



Representing the Seafarers at a Maritime Memorial Day ceremony held aboard the Liberty Ship *Jeremiah O'Brien* in San Francisco are retired Bosun Tony Palino (left) and SIU Representative Vincent Coss.



Lundeberg School students Bruce Miangollarra Jr. (left) and Natalie Rivas remove their hats during the U.S. National Anthem.