

SEAFARERS LOG

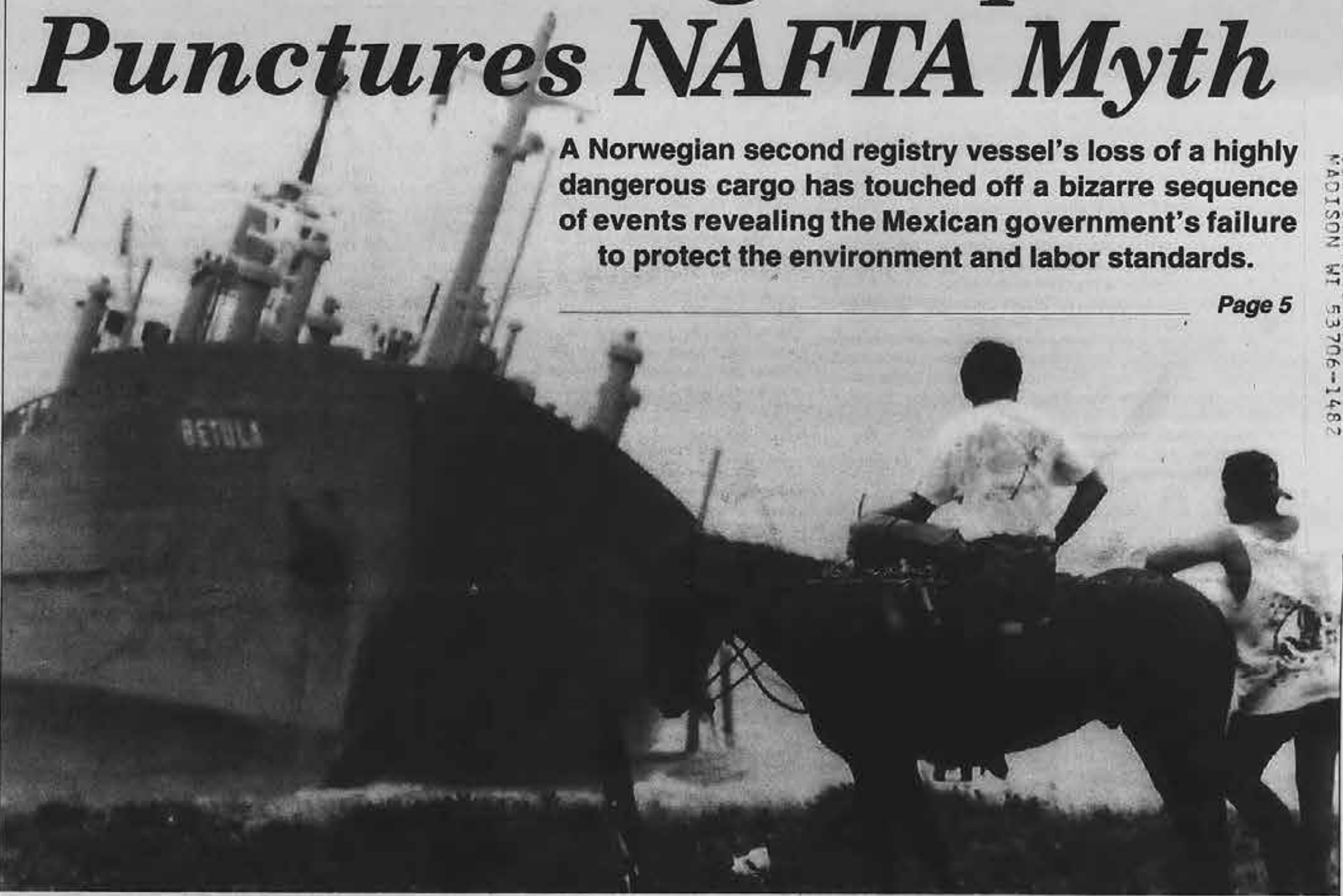
Volume 55, Number 8

August 1993

Acid-Leaking Ship Punctures NAFTA Myth

A Norwegian second registry vessel's loss of a highly dangerous cargo has touched off a bizarre sequence of events revealing the Mexican government's failure to protect the environment and labor standards.

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Mexican fishermen observe stricken *Betula* which lies on its side, empty of its sulfuric acid cargo.

Bettman/Reuters

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President's Report

Behind the Fancy Words

There has been a big push on now and for the past couple of years to bring about a North American Free Trade Agreement. The American labor movement is very concerned about this trade deal, as Seafarers will recall from reading the *Seafarers LOG* and discussions at union meetings. The AFL-CIO and its affiliated unions believe the government-sanctioned opening of Mexico to U.S. businesses will bring about an exodus of American companies from the U.S., exporting hundreds of thousands of American jobs to Mexico. The trade deal will formalize an arrangement that allows U.S. companies to move to a source of cheap labor and to a nation with very few costly environmental regulations.



Michael Sacco

Because it stands to gain immeasurably from a transfer of American jobs and manufacturing capability to Mexico, the Mexican government is pulling out the stops in a campaign to convince the American Congress to sign off on NAFTA. The Mexican government has had all sorts of glossy brochures printed up which boast of Mexico's commitment to the environment. The slick material, printed on green and sky-blue recycled paper, is aimed at putting aside the fears of elected officials and American voters that a trade deal with Mexico is a bad deal for the environment. These fears are founded on the fact that the few Mexican environmental regulations are much more lax than those we have in the U.S. It stands to reason that a trade deal which encourages factories to move to Mexico, with its lack of regulations, can result in increased industrial pollution, endangering human life and natural resources on both sides of the border.

The U.S. trade unions also have raised questions about how sincere is the Mexican government's devotion to decent labor standards. It has been argued that U.S. businesses may be attracted to Mexico not only for its low wages but also because Mexican workers do not have the same rights as American employees do to organize to make their workplaces more humane and fair. Do Mexican workers have the right to organize and form unions, the right to speak out freely and the right to join together in collective action?

The truth about the Mexican government's commitment to the environment and to decent labor standards is probably not going to be found in the very expensive materials prepared by American public relations firms. The actions of the Mexican government in the case of the *Betula*, a sulfuric acid-carrying tanker beached off Mexico's shores, may be closer to the truth. A more detailed account of this incident appears elsewhere in the *LOG*. But in brief, if the press accounts are correct, Mexican fishermen, believing that their livelihoods were threatened by a spill of acid from a grounded chemical tanker, put on a demonstration. The Mexican government arrested them. It also was reported in the press that the Mexican government insisted nothing had been spilled from the Norwegian second registry ship, while the salvage company said there was nothing left in the vessel's tanks. Something does not square here.

The apparent cover-up of environmental concerns and the hush-up of workers' concerns by Mexican authorities is troubling. The *Betula* incident demonstrates that the American labor movement has real cause for worry when it comes to a trade deal between the governments of Mexico and the United States. It also shows that all the fancy materials and studies put out by those who stand to gain substantially from NAFTA do not necessarily represent a good faith account of the American people's—or Mexican people's—interests.

Educational Opportunities

Each year scholarships are awarded by the Seafarers to three SIU members and four sons, daughters or spouses of SIU members. I urge any Seafarer or family member of a Seafarer who plans to attend an institution of higher learning to apply for a scholarship.

Applications for the scholarships must be received by April 15, 1994, and the names of those who win the awards will be announced in May of that year. There are many forms and test scores that must accompany each application, so it is not too early to start compiling a submission. Yes, it can take some time to put all the material together. But a \$15,000 four-year scholarship or a \$6,000 two-year scholarship can be well worth the effort!

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AFL-CIO Presses for Reform

Health Care Crisis to Top Lawmakers' Agenda this Fall

The nation's policy-makers will turn their attention to the nation's health care crisis next month when President Bill Clinton presents to Congress his plan for reforming the medical services system of the United States.

The attention of lawmakers to this issue is critical to the millions of working Americans who currently bear the brunt of a health care system riddled with out-of-control costs, to the 36 million Americans who have no medical insurance—whether or not they are working, and to the millions of senior citizens who retired with promises of life-long health benefits only to find those programs suddenly terminated by company executives who say they can no longer afford the expense.

The administration plan has been fashioned by a task force headed by First Lady Hillary Rodham Clinton which met throughout the first half of the year. While the task force was at work fashioning its own recommendations, a variety of bills advocating different approaches to the problem were introduced in Congress.

Complicated Debate

With many health care reform proposals in the hopper, and with many constituencies affected by the outcome of the debate—receivers of benefits, doctors, hospitals, insurance companies, among others—the deliberations in Congress on the future of health care in the United States are expected to be long and complicated.

The AFL-CIO, the federation of national unions in the U.S., intends to represent the concerns of working people and their families in this debate. For decades a proponent of a universal and fair national system of health care, the AFL-CIO has called on lawmakers to enact a "bold legislative solution."

While not taking a stand on one specific proposal put forward by any representative of the administration or Congress, the AFL-CIO is working to ensure that any program adopted by lawmakers does the following:

- Establish a national commission composed of consumers, labor, management, government and providers to administer a single national cost containment program. This group would be charged with limiting the rate of growth of health care expenditures.

- Outline a core benefit package to which all Americans are entitled, no matter their health status, state of residence or employment history. For those not in the workforce, a single federal program should be set up to cover the unemployed.

- Develop ways in which waste, red tape and unnecessary paperwork can be reduced by demanding standardized claim forms, a uniform health care information system, practice guidelines for physicians and a national strategy to reform the way in which malpractice disputes are handled.

- Help solve the retiree health care benefit crisis by lowering the age of eligibility for

Medicare to 60.

In presenting its proposals to policy-makers, the AFL-CIO has noted that the U.S. system of health care is grossly unfair. "It punishes employers who provide health insurance to their workers by forcing them to, in effect, subsidize the health care of those who are employed by firms that seek a competitive advantage by refusing to provide such coverage," stated AFL-CIO Department of Employee Benefits Director Karen Ignagni in comments to a congressional panel.

Inefficient U.S. System

The current system "is replete with inefficiencies that have forced costs to rise sharply, and millions of Americans who are fortunate enough to be covered by health insurance have, as a result, suffered the financial burden of increased cost-shifting and reductions in benefits," Ignagni added.

Studies show the burden of skyrocketing health care costs has been shifted to America's workers. Employer after employer has instituted systems requiring co-payments from the company's workers for continuing health coverage or maintaining benefit levels. Deductibles have been instituted and increased. The net result is that health care costs now eat up close to 10 percent of gross earnings of

an American household.

The health care crisis has taken its toll on relations between unions and companies. In 1990, an unprecedented 55 percent of strikes were provoked by management demands for severe reductions in medical benefit levels or elimination of health coverage.

To cope with the runaway costs of medical care, unions and the health care providers they work with are implementing a number of measures designed to keep expenses in check while maintaining benefit levels.

Among the programs used are preferred provider organizations (PPOs) in which a single hospital or clinic is designated as the primary care giver, a utilization review process in which permission must be obtained for a medical treatment, lifetime limits on the amount of services received, and health maintenance organizations (HMOs) which provide all of a patient's care for a set annual fee and cover little outside its set parameters.

In upcoming issues of the *LOG*, the health care crisis and the various plans to institute a national system will be discussed. Next month, the *LOG* will report on the health care reform proposals which are being considered by lawmakers.

High Health Care Costs Spell Trouble for Nation

Studies of the nation's health care system show ominous trends. What follows is some of the information put forward in the debate on America's health care direction.

- In 1991, more than 35.4 million Americans—or 14.1 percent of the population—had no medical insurance. The number today is close to 36 million.
- Of those who lost health care coverage in the past year, half were employed and the remaining ones lost their jobs.
- In 1990, total dollars spent on health care reached \$655 billion, 12.2 percent of the nation's GNP, more than any other country in the developed world.
- On a per capita basis, the United States spends more on health care than any of its primary trading partners—40 percent more than Canada, 90 percent more than Germany and 125 percent more than Japan.
- Since 1970, total health care expenditures in the U.S. have gone up 60 percent faster than inflation. If the trend continues, by the year 2000 total health-related spending in the U.S. will reach \$1.6 trillion per year.
- In the 1980s, health costs for households increased from 6 percent to 9 percent of gross earnings. For people over 65, health care on average accounts for 11 percent of annual household expenses.
- In 1990, 55 percent of all strikes by workers were related to health care issues.
- For companies with less than 1,000 employees, the cost of health care rose an average 17.3 percent in 1991.

Sources: Physicians for a National Health Program, Public Citizen, Department of Health and Human Services, Hewitt Associates, AFL-CIO, Bureau of Labor Statistics.

Contract Talks Continue For Freightships/Tankers

Negotiations still are under way as the *Seafarers LOG* goes to press between the SIU and its contracted operators that are signatories for new standard freightship and tanker agreements to replace those that were to expire June 15.

The union and the companies agreed last month to extend the old pacts, ratified in June 1990, until August 15 in order that talks

would not be rushed.

The negotiations began several months ago between the SIU and the American Maritime Association, a group of shipowners who contract with the union to provide unlicensed mariners for their vessels.

SIU Vice President Contracts Augie Tellez noted the sessions are proceeding well and promised to keep the membership informed.



The Alton Belle and Alton Belle Landing have become an island unto themselves, with water reaching 40 feet, an all-time high level.

Flood Cripples Inland Shipping

Regular river operations may not return to the Mississippi River and its tributaries until fall as rain continued to fall in the upper mid-western United States.

Record crests were expected to hit Alton, Ill., St. Louis and other river towns in early August. The Coast Guard and Army Corps of Engineers continue to prohibit any commercial boating activities on the upper Mississippi as well as the Missouri and Illinois rivers.

While some of the locks which handle barge traffic on the upper Mississippi have reopened in Minnesota and northern Iowa, tugs and barges still are not able to transport grain, coal and other materials downriver. At the same time, the navigable portion of the Missouri River has been shut down between St. Louis and Sioux City, Iowa. That river may not reopen to traffic until late September, according to the Army Corps of Engineers.

President Bill Clinton has asked Congress to grant up to \$4 billion in flood relief to the people and businesses affected by what is being known as the "Great Flood of 1993." The House of Representatives had passed a \$2.7 billion relief package in late July, which the Senate was expected to address in early August.

Despite the lack of barge traffic on the Mississippi since flooding began in May, Great Lakes shipping companies have not

seen any increased activities.

"There does not appear to be any increase in shipments of grain or coal since the flooding began," noted Gordon Hall, vice president/treasurer for the Lakes Carriers Association in Cleveland. The association monitors the traffic and loads carried by vessels on the Great Lakes.

"We have not been able to detect any changes. And with all of the flooding and bridges being washed out, it is hard to believe the railroads can handle it either," Hall added.

Seafarers in Alton Tackle High Waters. Page 28

Meanwhile, the victims along the banks of the rivers include Seafarers who have lost their homes. More than a dozen SIU members have homes under water.

St. Louis Port Agent Joe Sigler reported receiving several calls about Seafarers who work aboard Orgulf tugs losing their homes. "So far, we have confirmed one, but many people cannot be reached because they have moved and phone lines are down," he noted.

Orgulf Boats Tie Up

A total of six Orgulf boats are still running the lower Mississippi while 15 are tied up until the

locks reopen.

The six vessels that are still in operation are the *Dick Conerly*, *Jim Ludwig*, *Midland*, *Omega*, *J.N. Phillips* and the *Eastern Star*.

Sigler said Orgulf operations may not get back to normal before late September.

"This is even a tentative guess. If the rain doesn't quit, the locks will never open up before the end of summer for normal operations to resume," the port agent stated.

Paddlewheelers Keep Rolling

The SIU-contracted Delta Queen Steamboat Company plans to keep all operations flowing despite the record high water marks being set on the upper Mississippi.

The company re-routed two cruises on the big paddlewheeler *Mississippi Queen*, replacing the St. Louis to St. Paul, Minn. and the St. Paul to St. Louis itineraries with Chattanooga, Tenn. to St. Louis voyages. The other SIU crewed vessel, *Delta Queen*, has been unaffected by the river closure. Its cruises were scheduled for the Ohio and Cumberland Rivers during July.

Below Cairo, the Mississippi widens out allowing faster dispersion of the water through natural means such as evaporation. The Army Corps of Engineers also controls the lower river and, if necessary, can channel as much as 30 percent of the water through

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Amendment to Delay Re-Flagging Adopted

House Approves '94 MarAd Bill

The House of Representatives approved a \$621 million authorization bill to run the Maritime Administration (MarAd) during Fiscal Year 1994.

Added to the bill during debate on the House floor was an SIU-backed amendment that prohibits the federal agency from granting any re-flagging requests through the end of 1994. The amendment passed by a vote of 388 to 41.

The MarAd bill includes funds to operate the agency, which is charged with promoting, developing and maintaining the U.S. merchant fleet. The legislation, which now goes to the Senate for consideration, also provides funds to keep the Ready Reserve Force vessels in a state of readiness, for shipbuilding loan guarantees and for the operating differential subsidies for some

U.S.-flag ships.

The amendment, offered by House Merchant Marine and Fisheries Chairman Gerry Studds (D-Mass.), stated, "The Secretary of Transportation may not approve the transfer of a United States-documented oceangoing merchant vessel that is of 3,000 gross tons or more (or that type of a vessel the last documentation of which was under the laws of the United States) to a foreign registry under section 9(c) of the Shipping Act of 1916, as amended, through December 31, 1994."

'Buys Time'

In presenting the amendment, Studds told his fellow representatives he was offering the legislation "to buy all of us time—the president, the secretary of transportation, Congress—to complete a maritime revitaliza-

tion program. The House of Representatives already is considering a four-bill package that includes a 10-year, \$1.9 billion subsidy program for vessels involved in a maritime security fleet program as well as loan guarantees and incentives for U.S. shipyards.

The chairman added that Congress is "working as hard as we can to come up with a comprehensive proposal. By the end of next year, we will know whether we will have U.S.-flag vessels on the high seas and a U.S. shipyard capability to build those vessels."

Joining him in support of the amendment was Representative William Lipinski (D-Ill.), the chairman of the Merchant Marine Subcommittee. "It is vital that at a time when we are trying to preserve our maritime industry

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Hearings Reveal Uncertainty Over Maritime Policy

A congressional hearing called to consider maritime legislation underscored the deep frustration held by members of Congress and two of the subcommittee's witnesses over the apparent inactivity regarding a program for U.S.-flag shipping.

Members of the House Merchant Marine Subcommittee expressed dissatisfaction over the failure of witnesses from the departments of Transportation and Defense to offer specifics



William Lipinski

when questioned. Those providing testimony on behalf of the administration said they have been thwarted in efforts to present a program because the Maritime Administrator has not been confirmed by the Senate.

Subcommittee Chairman William Lipinski (D-Ill.) called the July 20 hearing on one aspect of the maritime revitalization program offered by House Merchant Marine and Fisheries Committee

Chairman Gerry Studds and Representatives Jack Fields (R-Texas) and Herbert Bateman (R-Va.) as well as Lipinski. The program, which was presented May 19 and consists of four pieces of legislation, is designed to offer and fund a 10-year, \$1.9 billion subsidy program for U.S.-flag ship operators and provide tax reform measures regarding these vessels.

The package was introduced after the Clinton administration announced May 12 it would not propose any maritime revitalization legislation before a Defense Department study on the need of the U.S. merchant marine for sealift is released in August. On June 28, Sea-Land and American President Lines (APL) announced they would seek permission from the Maritime Administration (MarAd) to re-flag 20 of their U.S.-flagged vessels. The companies had been threatening since early 1992 to take such action if no maritime policy was enacted.

Called to testify on the Maritime Security and Competitiveness Act (H.R. 2151) were Acting Maritime Administrator

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Sen. Mikulski Seeks Maritime Commitment

U.S. Senator Barbara Mikulski (D-Md.) has asked the White House to verify information she has received that the Department of Defense advised Sea-Land and American President Lines (APL) to replace their U.S. flags with a flag of convenience from the Marshall Islands.

In a July 1 letter addressed to President Bill Clinton, the long-time supporter of the U.S.-flag merchant fleet stated she was "not re-elected... to see the U.S. merchant marine scuttled." She asked the president to support a maritime revitalization program, calling it a "vital national security issue."

Sea-Land and APL announced

in June that they were going to apply to the Maritime Administration to re-flag 20 of their vessels. The companies had been threatening to do so since last year unless a maritime revitalization program became law. In May, members of the House Merchant Marine and Fisheries Committee introduced a revitalization package through a series of four bills.

The box below contains the text of Mikulski's letter:

Dear Mr. President:

I am writing to express my outrage and deep dismay at reports that the two largest American-flag shipping companies have decided to remove a number of their vessels from the United States flag.

I was not re-elected to the United States Senate last November to see the U.S. merchant marine scuttled by winks and green eyeshade types in the White House and the Pentagon. I believe our national security depends upon our moving a maritime revitalization bill in this session of the Congress to keep our U.S.-flag fleet sailing. We need leadership from the White House on this vital national security issue.

I am informed that the Pentagon has given advice to two major shipping companies to re-flag their ships with the Marshall Islands. The crews on these ships will come from all over the world. I appreciate our treaty agreements with our friends in foreign countries, but I lack confidence that foreign nationals will have the same commitment to place their lives on the line, if necessary, that our U.S. merchant marine have.

You have moved slowly and deliberately on your review of maritime policy—I hope the administration will not move quickly now in the dismantling of the U.S.-flag fleet.

I look forward to your response.

Sincerely,
[s] Barbara A. Mikulski



The SIU-crewed *Constitution* (above) and *Independence* (below) now are being operated by the Delta Queen Steamboat Company following a decision last month in federal bankruptcy court.



Delta Queen Takes Over Operations Of Independence and Constitution

The jobs of SIU crewmembers sailing aboard the U.S.-flag passenger ships *Independence* and *Constitution* are secure following a federal bankruptcy court's approval of the takeover of financially troubled American Hawaii Cruises by the Delta Queen Steamboat Company of New Orleans.

The Honolulu-based court announced its decision on July 28.

Delta Queen, an SIU-contracted company which operates two paddlewheel steamboats on the Mississippi River and its tributaries, presented the only bid on the cruise ships and the business associated with them.

"We were successful in maintaining these jobs for our membership," noted Augie Tellez, SIU vice president for contracts.

"This insures that the *Constitution* and *Independence* will continue running for years to come," added Tom Fay, SIU port agent in Honolulu.

Seafarers who sail aboard the cruise ships held meetings on the *Constitution* and *Independence* on July 29 and at the Honolulu hall on July 30 to vote on a new seven-year pact with the Delta Queen subsidiary.

Last month, Judge Lloyd King granted interim management of the two cruise ships to Delta Queen pending his decision. The judge had set a July 21 deadline for competing bids or any objections to Delta Queen, but none was received.

The new company will be called Great Hawaiian Cruise Line, Inc. Delta Queen has announced its intentions to renovate both ships and upscale the passenger cabins.

"This transaction provides both Delta Queen and American Hawaii with significant opportunities for growth," stated S. Cody Engle, chairman of Delta Queen. "For Delta Queen, it represents an opportunity to almost more than triple the company's passenger capacity while remaining focused on the business we know best. For American Hawaii, it represents a means of sustaining and improving a unique product and franchise in the world's premier vacation destination."

In June, Delta Queen had a steel-cutting ceremony as it began construction for its third riverboat, the *American Queen*, which is expected to start sailing by April 1995. She will join a fleet already served by the SIU-crewed *Delta Queen* and *Mississippi Queen*.

Inland Waterways Fuel Tax Withdrawn

A proposed 50-cent-a-gallon inland waterways fuel tax has been withdrawn from consideration by House and Senate conferees who are negotiating the Clinton administration's economic policy.

Early reports from the conference stated the tax was removed in favor of increasing the national sales tax on gasoline. The SIU, along with other maritime interests and energy users, lobbied heavily against the idea, stating the tax was an unfair burden on the inland waterways industry.

The inland waterways tax was passed by the House of Representatives as one means of lowering the nation's deficit. Original estimates for the tax noted nearly \$500 million could be collected over a five-year period.

In its original deficit-reduction package, the House also approved a tax based on the energy content of fuel, known as British thermal units (Btu). The Btu tax was part of the Clinton administration's request to reduce the deficit by \$500 billion.

As with the inland tax, the SIU and others were successful in lobbying the Senate to have the Btu tax removed from consideration. Instead, the Senate approved a 4.3-cent-a-gallon tax on gasoline.

Because of the differences in the House and Senate versions of the legislation, a conference committee consisting of members from both bodies has been meeting since mid-July to iron out the differences.

As the *Seafarers LOG* was going to press, reports from Capitol Hill stated the conferees were trying to settle on a tax of between 6 and 7 cents per gallon.

The committee is expected to announce its proposal in early August.

Despite the indications that both the inland waterways and Btu taxes are dead, the SIU plans to monitor the negotiations for other ideas that may affect membership and maritime. Under the rules of a conference committee, the representatives and senators may pass all of what the House approved (which amounted to \$72 billion in tax increases), all of what the Senate approved (estimated at a \$23 billion increase), parts of either or nothing from

them and create its own funding formula.

None of the ideas is officially excluded from consideration until the House and Senate have approved the final package, then the president signs it.

Also under consideration by the conference committee members are increases in income taxes for those individuals who make more than \$115,000 a year and couples earning \$140,000 annually, a hike in the top corporate tax rates, taxes on social security benefits and much more.



Houston Port Agent Jim McGee (right) recently spoke with Treasury Secretary Lloyd Bentsen about the needs of maritime in the Clinton administration's deficit reduction program.

Federal Court Announces User Fee Lawsuit Schedule

A federal court in Washington has released the pretrial schedule for action concerning a lawsuit filed by the SIU, four other maritime labor unions and five individual mariners against the U.S. Coast Guard and the secretary of transportation to stop collecting fees on merchant marine documents (z-cards).

The suit, filed April 15, claims the "work tax," as it has been called because mariners are unable to work without one, is unconstitutional and was calculated incorrectly by the federal agency.

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

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

The five individual mariners who are plaintiffs against the Coast Guard and Transportation Secretary Federico Pena include Anthony Primeaux, William H. Mulcahy, John Paul Hoskins, James C. Oliver and Perry O. Lawrence.

Exchange Information

Lawyers on both the maritime and government sides will have until September 23 to exchange information relating to the suit. This process, known as discovery, allows both parties to know what will be involved in the case.

Attorneys representing the unions and mariners already have asked the federal agencies involved for any records, comments received and other information that were used to formulate the user fee on merchant marine documents.

Both parties in the suit then will have until October 22 to file for a summary judgment. This procedure is used when all the facts can be gathered on paper

and witnesses are not needed to testify in a trial in order for the judge to make a decision.

Legal briefs are prepared by attorneys for both sides explaining the facts and the legal theories behind their reasoning of how the case should be decided. In most cases, lawyers for one of the two sides will ask for the case to be decided by summary judgment, but judges can notify the attorneys that such a request is expected.

If a case is decided by summary judgment, a decision usually comes from the judge within six months. However, there is no time limit as to when a judge must announce the decision. Some cases have waited more than a year before the judge's ruling was declared.

Should a summary judgment not be used in the work tax case, the court then would set a date for a trial.

Argue Against Tax

By seeking to declare the user fee unconstitutional, the unions and mariners argued that only Congress can pass a tax and the

legislative body cannot transfer that authority to another branch of the government. The user fee originated in the 1990 Omnibus Budget Reconciliation Act. Included in that legislation was the elimination of an 1886 statute that prevented the Coast Guard from collecting fees for licenses and certain shipboard positions.

The suit contends the reason for removing the ban to collect fees on merchant documents was to raise money to reduce the deficit. The plaintiffs also claim the Coast Guard used inaccurate information in establishing fee levels.

Although the Department of Transportation agency announced its fee schedule on March 19, it did not begin collecting the work tax until April 19. The fees ranged from \$35 for a duplicate z-card, license or certificate of registry to \$272 for an upper level license.

An ordinary seaman upgrading to able bodied seaman, for example, would have to pay \$135 for a new document—\$60 for an evaluation fee, \$40 for an examination fee and \$35 for an updated z-card.



Crewmembers of the *Eli Marie* display "V" for victory and thumbs up after hearing the shipping company would pay their back wages and settle other grievances following a three-day strike in Baltimore.

After Months of No Pay, NIS Ship's Crew Strikes

After three months of no pay and meals consisting only of rice and eggs, a Filipino-Indonesian crew aboard a Norwegian second registry (NIS) vessel conducted a three-day strike for better conditions after the bulk carrier docked in Baltimore.

SIU Representative Edd Morris, who also serves as an International Transport Workers Federation (ITF) inspector, helped negotiate a settlement for the 17 Filipino and three Indonesian crewmembers aboard the *Eli Marie*, a bulk carrier operated by Norway-based Gaard Shipping.

(By using the NIS, the Norwegian International Shipping registry, a company is allowed to fly the flag of this traditional maritime nation. However, the company operates under runaway conditions such as using crewmembers from anywhere around the world, avoiding taxes and bypassing maritime regulations.)

Inhumane Treatment

Not only was food scarce on the ship, but crewmembers reported inhumane treatment. The third engineer, for example, discovered his mother was near death and asked the captain for permission to fly to the Philippines to be with her. He was turned down. A few days later, the third engineer found out his mother had died.

Offloading Delayed

When the vessel arrived in Baltimore on June 18, the *Eli Marie* did not dock until July 7 at Domino Sugar. During this time in the Chesapeake Bay, no shore leave was granted. Crewmembers asked to be paid or at least receive a draw, which the Norwegian captain denied. After the ship first dropped anchor, the third engineer took his \$500 emergency cash and asked the radio officer to have it wired through the manning agency to his family to help pay for his mother's burial.

After the crew contacted Morris on July 9, he immediately approached the captain about the situation. The captain said he did not want to discuss the problem.

After Morris asked about the food on board, the captain blew up, stating, "What are you people in the United States concerned about their food, they have rice and eggs!"

No Funds Received

Meanwhile, the third engineer had the chance to contact his family in the Philippines, only to discover that none of the money he sent home had been received. The radio officer displayed proof that the funds had been wired. Morris contacted the manning agency offices in both Manila and its home office in Singapore about the third engineer's request.

Although representatives in both offices originally stated they had not received the telex, they later said the wire was received but they would not pass the money to the family because they had not received any funds from the company.

The crew stopped work on July 10 to protest working conditions aboard the vessel. By the following day, they were on strike with picket signs displayed on the dock and gangway. Morris continued to make calls to the manning agency, the Norwegian consul, the Philippine consul and others to resolve the situation.

Crew Wins Strike

By July 12, Morris had confirmed with the shipping company that all claims would be paid through the manning agency in Manila. An agreement between the crew and the captain was drafted and signed. Among the items agreed to in the document were salaries and allotments would be paid on time, a welfare fund should be utilized, enough provisions should be kept on board the ship, and the captain and chief engineer would not harass the crew.

The document was signed by all the crew and officers and witnessed by Morris and a Baltimore shipping agent representing the vessel owners.

Offloading of the sugar resumed July 13. A few days later, the vessel sailed to Boston to pick up a load of scrap steel for China.

NIS-Registered *Betula* Grounded

Mexico's New-Found Green Image Contradicted by Its Response To Sulfuric Acid-Leaking Ship

Bizarre responses from the Mexican government to claims of sulfuric acid leakage from a grounded Norwegian second registry vessel have raised anew questions about Mexico's commitment to high environmental and labor standards proposed as part of a package involving a North American Free Trade Agreement (NAFTA).

The trade deal between the governments of Mexico, the United States and Canada was negotiated by the Bush administration and now claims the support of President Clinton. But several congressmen have voiced doubts about the trade pact, citing the potential mass loss of American jobs as U.S. factories flee south of the border to a land of cheaper, more exploitable labor and less stringent environmental and safety and health regulations.

To go into effect, NAFTA must be accepted by Congress. To make the trade scheme more palatable to legislators, the administration and the Mexican government are negotiating side agreements on labor standards and environmental concerns.

At the same time, the Mexican government is spending millions of dollars on public relations experts and sleek materials to present an image of a nation dedicated to the highest environmental and labor standards.

Actions Belie Image

The June 29 grounding of the *Betula*, a 1970 built, 10,033 dwt chemical tanker, off the shore of its Michoacan state last month, provided the Mexican government an opportunity to live up to its newly found green image.

Instead, the Mexican government's response has been shrouded in mystery. It insists the sulfuric acid did not spill in the face of empty tanks. Its embassy in Washington, D.C. refers all press inquiries to the Mexican Tourism Hotline, which turns out to be a public relations agency in Chicago. And its newly created office of the attorney general for the environment has had nothing to do with the incident, among other peculiar actions.

According to accounts in the *Washington Post* and the *New York Times*, the Mexican government denied that the *Betula*, managed by Rotterdam-based Alendal Tankers BV, had spilled any of the more than 4,000 tons of sulfuric acid which remained in its stainless steel tanks when the ship was first towed to sea.

The decision of the Lazaro Cardenas port authorities to take the vessel to sea was made after the chemical had leaked into one of the pumphrooms during offloading operations on June 25. The vessel was towed by a harbor tug, a line broke, the *Betula* drifted and later came aground on a sandbar 20 kilometers north of Lazaro Cardenas.

Tanks Mysteriously Empty

But workers from the American salvage company who were inspecting the tanks told the

newspaper reporters that the *Betula's* tanks were empty. Salvage workers found the deck hatches of the 15 acid-carrying tanks were open.

"In my opinion there ain't nothing there," Roy Dodgen of Titan Maritime Industries told the *New York Times* as he looked at the ship. *Lloyd's List* reported that Beth Christ at Titan's Florida office said, "All the sulfuric acid is out of the vessel."

Salvage workers and representatives of the insurance company involved at the site of the shipwreck speculated that the ship, which had been beached on June 29 and then struck by Hurricane Calvin on July 6 and 7, becoming partially sunk, had lost its acid cargo during the storm and had dissipated in the sea. Fewer than 30 tons of sulfuric acid were left in the hold, salvage workers reported to *Lloyd's List*.

These July 13 statements of salvage company and insurance officials contradicted a statement issued on July 11 by the Mexican Interior Ministry, a government department usually charged with internal police and security matters. That agency said there had been no leakage of sulfuric acid.

Fishermen Arrested

Despite the Mexican government's assertions that there was no spillage of sulfuric acid, a local fishermen's cooperative insists on the contrary. They point to dead turtles, a dead pelican and dead fish as proof. They also point to chemical burns suffered by their members who had ventured into waters near the beached *Betula*.

The government, on the other hand, says tests around the *Betula* of sea water reveal normal acidity. But Mexican authorities only began testing 10 days after the ship ran aground off the country's Pacific coast.

Despite its statements that no sulfuric acid had been spilled, the Mexican government closed the area to fishing.

Protesting the loss of a fishing ground and their related incomes, the fishermen's cooperative demonstrated on July 8, attempting to blockade the port and demanding compensation. The Mexican Navy (which has Coast-Guard-like functions) arrested 28 of the fishermen and issued orders for the arrest of 525 others according to information appearing in *Lloyd's List* supplied by the environmental group Greenpeace. At the end of July, three remain in jail, said a spokesman for the Mexican Tourism Hotline.

In response to inquiries as to whether any government funds existed in Mexico to compensate victims of environmental accidents, the spokesman for the Mexican Tourism Hotline said he was not sure.

Lack of Information

The Mexican Tourism Hotline spokesman was contacted as a result of a press inquiry made to the Embassy of Mexico in Washington, D.C. The embassy referred the press call to the Mexican Tourism Hotline. Press calls placed directly to the press attache of the Mexican embassy made by a *Seafarers LOG* reporter were not returned.

The Mexican Tourism Hotline spokesman said the *Betula* situation had been contained by the Mexican government and that beaches frequented by tourists had not been in any way affected by the shipwreck. He said he had no statement from the Mexican government on the situation which he could issue to the press and that he was not allowed to release the one piece of information he had been sent from the Mexican Maritime Secretary.

The spokesman said he was not sure whether there was a Mexican government investigation under way of the accident. However, a spokesman for the *Betula's* operating company said the Norwegian Maritime Directorate has completed an investigation of the incident.



Mexican fishermen and salvage workers believe 4,000 tons of sulfuric acid from the *Betula* leaked into the sea. The Mexican government says none of the ship's cargo was spilled.

AP by Joe Cavaretta

House Hearing Reveals Maritime Policy Under Review

Continued from page 3

Joan Yim and William J. Lynn, director of program analysis for the Defense Department. Also speaking before the panel was Dr. Paul Chapman, the author of *Trouble on Board* about runaway-flag shipping and the former director of the Center for Seafarers' Rights (see article on page 3).



Joan Yim

H.R. 2151 would amend the Merchant Marine Act of 1936 by creating a Maritime Security Fleet Program. The bill, if passed, would permit up to 90 U.S.-flag vessels operating in international commercial trade to receive a subsidy for 10 years. The payments would begin in Fiscal Year 1996. The Maritime Trust Fund Act (H.R. 2380) provides the components for funding H.R. 2151 through a 5 percent passenger ticket tax on certain cruises originating in the U.S. and a \$15 vessel container tax on import and export cargo.

Receiving Presidential Attention

In her prepared testimony, Yim announced, "Maritime reform has received vigorous attention within the administration and is still under active consideration."

Yim praised the role that has been played by the U.S.-flag merchant marine in times of national emergencies. "The active commercial fleet also provides a base of seagoing employment for American seafarers, who in turn are available to the Department of Defense and the Maritime Administration to crew sealift ships, including the Ready Reserve Force, during crises," she said.

"The use of civilian merchant mariners on government ships in times of emergency is one of the most cost-effective and efficient examples of 'public-private partnerships,' a new concept to many, but a well-tested one for our national defense."

Lynn added in his remarks that the Defense Department "needs sealift. The United States is a nation with global interests, and it depends on the deployment of forces from U.S. bases to defend those interests when trouble strikes."

He pointed out the long-standing policy "to rely on the [U.S.] maritime industry to meet [Defense] requirements, to the extent that the industry can do so, and we intend to continue that policy."

Questions RRF Crewing

During the questioning that followed, Lipinski asked Yim if the Maritime Administration could count on U.S. mariners to crew Ready Reserve Force (RRF) vessels should U.S.-flag maritime companies re-flag their ships and hire foreign crews.

"That is a difficult question we are facing," Yim replied. "We need to have seafarers who have jobs in peacetime in order to be available during times of war to

man our RRF. This is a grave concern to us. It is an issue we are looking at in terms of re-flagging."

When the subcommittee chairman asked Lynn if the Defense Department had any contingency plans for the RRF if American crews were not available, he said none had been drawn up.

"The current plan is to rely on the (U.S.) merchant marine," Lynn added.

Neither government witness was aware of a July 1 letter from Senator Barbara Mikulski (D-Md.) to Clinton stating "the Pentagon has given advice to two major shipping companies (Sea-Land and APL) to re-flag their ships with the Marshall Islands. The crews on these ships will come from all over the world." She further noted in the letter that she lacked confidence in foreign crews performing up to the same commitment as American mariners.

During his testimony before the House subcommittee, Dr. Chapman pointed out that one of the first things a company will do when it switches flags is to change the nationality of the crew. "This is the pattern around the world," he said. "This is one of the reasons for flagging out."



Helen Bentley

He noted when Norway adopted a second registry, all Norwegian crew members except the captain and chief engineer were replaced by lower-paid foreign nationals. "But then, in many of the Norwegian ships that have flagged-out, now all of the crew from top to bottom are foreign."

Representative Thomas Andrews (D-Maine) commented, "We could find ourselves with crews that might be very unsympathetic to the cause that the United States armed forces may be engaged in—the very crews we may be depending upon to deliver vital equipment to our armed forces."

Representative Helen Delich Bentley (R-Md.) suggested that the Defense Department recall what happened in Vietnam when foreign crews refused to carry war supplies aboard fully loaded ships to the southeastern Asia nation, forcing the vessels to be offloaded and materiel placed on other ships. She pointed out there were several instances when the same thing occurred during the recent Persian Gulf conflict.

Senators Block Nominee

In response to a question from Representative Gene Taylor (D-Miss.) seeking specific goals for MarAd, Yim replied the agency has not been able to implement any because the person appointed by Clinton to serve as Maritime Administrator, Vice Admiral Albert Herberger (Ret.), has not been confirmed by the Senate.

"It is somewhat frustrating internally in that our team is not yet

in place," Yim told Taylor.

Although Herberger had his confirmation hearing June 23, farm-state senators led by Conrad Burns (R-Mont.), Hank Brown (R-Colo.) and Charles Grassley (R-Iowa) are holding up the admiral's confirmation in the Senate Commerce, Science and Transportation Committee. The senators are using this tactic to get back at Herberger because of the strong support he indicated for cargo preference during his confirmation hearing. Burns, Brown and Grassley are frequent critics of cargo preference legislation.



Herb Bateman

The policy began after World War II.)

(Cargo preference laws designate a certain percentage of government-imposed cargo be carried aboard U.S.-flag vessels. Such laws have been in effect since 1954.



Thomas Andrews

Under Senate rules, one senator with an objection can place a hold on a presidential nomination. Herberger is one of many such Clinton appointees whose final confirmation is being or was delayed by such a move.

Other Bills Progressing

While the House subcommittee is expected to mark up—the process of preparing a bill for its next assignment—H.R. 2151 late in July, action on other aspects of the maritime revitalization program has begun.

The National Shipbuilding and Conversion Act of 1993 (H.R. 2547) has been reported out of the House Merchant Marine and Fisheries Committee. It is before the House Armed Services Committee.

The bill, introduced last month by Studds and Armed Services Committee Chairman Ron Delums (D-Calif.), is designed to initiate a technology development program to provide a base for advanced shipbuilding, create a market for U.S.-built double-hull tankers and expand federal loan guarantees for U.S. shipyards. Parts of H.R. 2547 are expected to be included in the Fiscal Year 1994 Defense Department appropriations bill.

The Merchant Marine Investment Act (H.R. 2152) is awaiting action by the House Ways and Means Committee after being reported out by the Merchant Marine and Fisheries Committee.

The final bill in the package, H.R. 2380, is before the Merchant Marine and Fisheries Committee as well as the Ways and Means Committee.

Arkansas Merchant Marine Vets Reminisce at Day-Long Reunion

SIU pensioner Fred Umholtz noticed an advertisement in the personals section of his local Springdale, Ark. newspaper for World War II seamen to meet once a month for coffee and to swap old sea stories.

"I thought I was the only World War II merchant seaman around this area, but much to my surprise, discovered that there were more than 60 just in the northwest part of Arkansas and over 400 living in the entire state," Umholtz told a reporter for the *Seafarers LOG*.

"A number of the veterans are SUP sailors who really enjoy reading my issues of the *Seafarers LOG* which I brought to the meetings, and they'd pass from one to another," he said.

According to Umholtz, the monthly meetings grew, and the seamen began planning for a larger scale reunion for the Arkansas veterans and their families. The seamen decided to hold the event at Hickory Creek Park on Beaver Lake, just outside Springdale.

Umholtz recently provided the *LOG* with photographs from the second annual reunion of World War II merchant mariners living in Arkansas. The day-long picnic on Beaver Lake was well at-

tended, he noted.

"Many of the World War II mariners are still struggling for veteran status, and it helped to meet and share our thoughts and feelings on the matter," the retiree said.

"We invited eight local U.S. Navy armed guard veterans to join us because they stood guard on our ships," he added.

The veterans barbecued, played bingo and horse shoes, but the most important event was swapping stories. Brother Umholtz made prizes in his workshop to give out to the winners of the games.

"Now that I'm not sailing, I have a lot of time on my hands. I enjoy woodworking and have a shop set up. I make things like little toys, windmills and special mini-merry-go-rounds. I sell them to people I know and give a lot of them to my friends and family," he said.

A native of Elm Springs, Ark., Brother Umholtz joined the Seafarers on the last day of 1945 in Sheepshead Bay, N.Y.

Umholtz's first ship was the *Williams Victory*, a Smith and Johnson vessel. He sailed in the deck department. The vessel served as a troop ship returning soldiers from Europe back to the



Since retiring in 1987, Brother Umholtz spends time in his shop creating unique wooden crafts.

States.

"After the war, we carried German prisoners back to Europe from prison camps," he said.

In 1951 he was drafted into the U.S. Army to serve in the Korean conflict. In 1952, immediately following his release from the Army, he revived his SIU career and began sailing out of the port of New Orleans.

He sailed with Delta Lines for most of his maritime career but also sailed around the world with Isthmian Steamship.

"I must have sailed on about 80 ships in all my SIU seafaring. There are so many that I lost count," Umholtz observed.

The deck department member spent many years sailing to West Africa and South America. "One of my favorite places was Brazil. When I was with Delta I sailed on a passenger ship and we took 47-day trips to Brazil and back to Houston. We really got to know the Brazilian people, and it became a second home for many of us," the pensioner recalled.

Brother Umholtz spent the last few years of his SIU career sailing aboard Sea-Land vessels. He retired to his hometown of Elm Springs in 1987.



Pensioner Fred Umholtz (right) joins other Arkansas merchant marine veterans at the second annual reunion in Hickory Creek Park, Ark.

Wilkes Crew Completes Record-Breaking Recovery

MSC Vessel Brings Up Sunken Survey Sled

SIU crewmembers aboard the *USNS Wilkes* participated in a record-breaking salvage recovery on June 20 when the crew brought up an oceanographic seafloor survey system sled from 5,450 meters of water off the south coast of Hawaii.

The *Wilkes*, owned by the Military Sealift Command (MSC) and operated by Bay Ship Management, is a Naval Oceanographic Office vessel which operates throughout the Pacific Ocean.

Wilkes Chief Mate Fred Smallwood supplied the *Seafarers LOG* with photographs and information about the crew's efforts in recovering the survey system.

According to Smallwood, the seafloor survey sled had been lost by oceanographers when an attachment link parted. The Naval Oceanographic Office sought assistance from the supervisor of Diving and Salvage who contracted Oceaneering Technologies, Inc. to operate the deep salvage remotely piloted vehicle *Magellan 724* from the *Wilkes*.

"The operation was a tricky one at such extreme depths and required the *Magellan* recovery vehicle to attach a 20,000 foot long recovery pendant of half-inch kevlar line to the downed sled.

"While the sled was being located, hooked up and recovered, it was necessary for the *Wilkes*' ship control team to keep the ship within a few meters of a position directly over the sled. The ship has no automated station-keeping system and the team used various combinations of engine, rudder and bow thruster to keep the ship in precise position in the open sea for more than 30 hours during the hook-up and recovery," Smallwood wrote in his letter detailing the event.

Once the crew secured the

connection of the sled, the *Magellan* vehicle was brought aboard and the ship's crew began the long process of bringing the system aboard. The *Wilkes*' deep sea trawl and coring winch was used because of its ample pulling power and sufficient drum capacity for the 20,000 feet of recovery pendant.

Smallwood noted that several splices in the line were difficult to pass through the various blocks and fairleads, but the wet and slippery kevlar was squeezed carefully through without mishap. The final 800 feet of the recovery pendant was a very large diameter and had to be worked separately.

"The sled cleared the water and was snaked on board after dark of the second day—to the delight of a tired but dedicated crew," he recalled.

"The record-breaking success of this salvage operation is a tribute to the skill and efficiency of the crew of this small ship," Smallwood added.

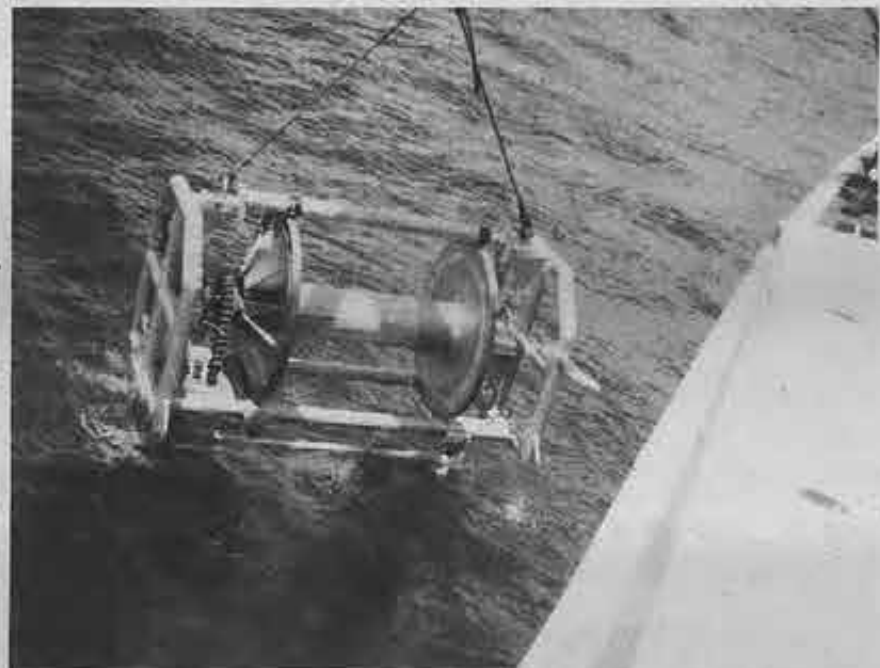
The *Wilkes* sailed into Honolulu with the sled on deck and with a "broom at the yardarm" indicating a successful mission. Bosun "Skip" Yager said of the operation, "Hey, we just got the job done."

Crewmembers aboard the *Wilkes* received a commendation from the commanding officer of the Naval Oceanographic Office at the Stennis Space Center in Mississippi for the sled's recovery.

Among those listed by Smallwood as instrumental in the recovery effort were Bosun Yager, ABs "Mac" Davis, Tom Skubinna, "Jake" Jacobs, Steve Herring and Andy Gutierrez; OSs Jae Throwbridge, Adam Talucci and Matt Sandy. In addition to Smallwood, the ship's officers included Captain Steve Smith, Second Mate David Ayer and Third Mate Wendi Impellizzeri.



OS Jae Throwbridge and AB Tom Skubinna lay back on a section of nylon pendant being used to hoist the recovery pendant on board.



After hours of hard work by crewmembers, the spooling device is hoisted clear of the water. Extending downward into the water is the recovery pendant leading to the deep ocean survey sled still on the ocean bed.



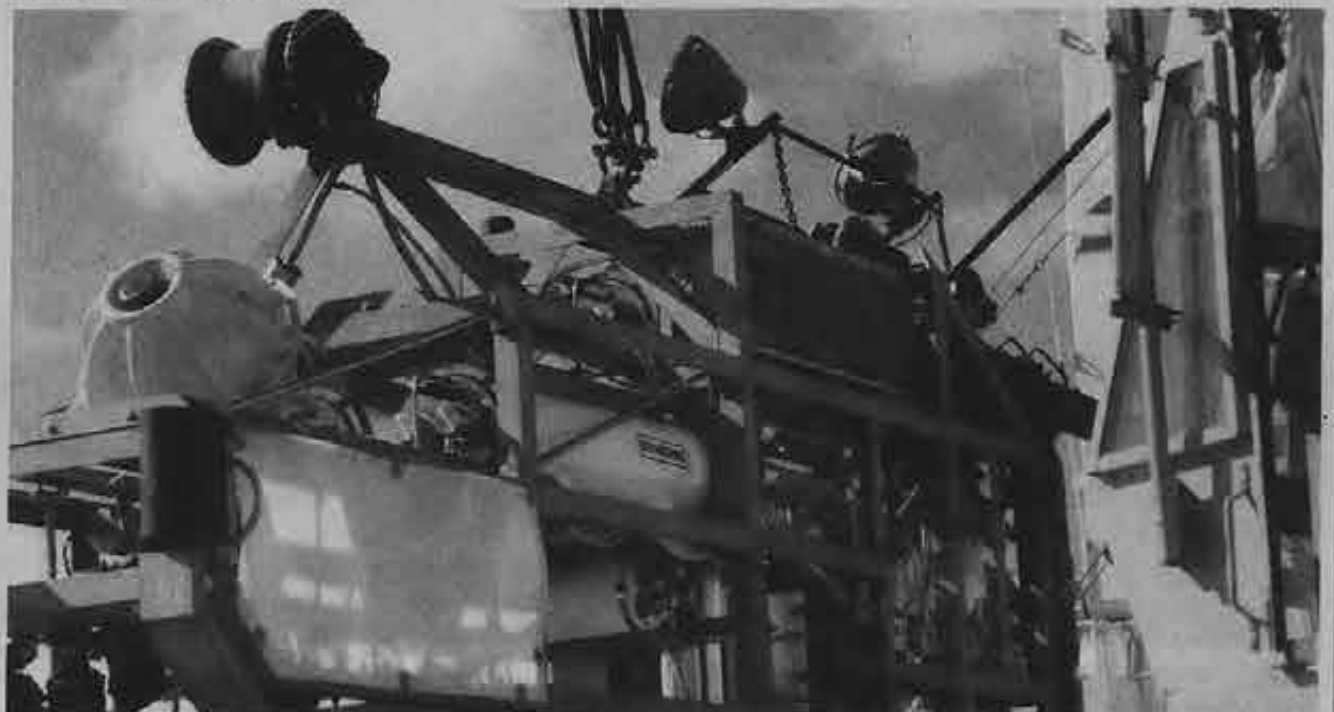
Bosun "Skip" Yager signals crew to hold the line as the spooling device is hoisted to the deck's edge.



During the final moments of the 36-hour recovery, Bosun Yager carefully guides the deep ocean sled onto the ship's after deck.



The *Wilkes* returns to Honolulu with the sled on deck. "Broom at the yardarm," signifying a successful mission, is hidden among signal flags.



The sled, more than 17 feet long, is ready for its return to Honolulu aboard the *USNS Wilkes*.



Many main streets in the Midwest are covered by floodwaters.

Flood Stops Tugs/Barges

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the Atchafalaya River and thus prevent flood conditions in the Mississippi Delta.

Alton Port Representative Tim Kelley reported the Alton hall is working together with the Madison County Federation of Labor toward providing relief for community members who have lost their homes and businesses because of the Mississippi's rising floodwaters. He noted the hall has taken several phone calls from *Alton Belle* crewmembers about fellow Seafarers who are victims of the high waters where the Mississippi and Missouri rivers meet.

"We have begun the process of notifying these union members that we will do whatever we can to help them," Kelley said.

A source from the U.S. Army Corps of Engineers reported that heavy rain in the Missouri River is backing up into the flooded Mississippi toward Alton. Weather reports indicate that the Mississippi around the Alton area is expected to reach a crest of 40 feet, an all-time high. Emergency crews are standing by, ready for the Mississippi to surge to another record high at Melvin Price Lock and Dam, south of the Illinois town.

Forecasters said they were beginning to detect a new pattern in the rainy weather that has hung over the Midwest for the better part of six weeks.

Expert Witness Tells Panel

Runaway Flags Mean Loss of American Jobs

Dr. Paul Chapman, the former director of the Center for Seafarers' Rights, told members of the House Merchant Marine Subcommittee they should expect foreign crews to replace American crews when U.S.-flag ships replace the Stars-and-Stripes with a flag of convenience.

Chapman addressed the House panel on the problems that occur when merchant vessels re-flag. He appeared as a witness during a July 20 hearing called to take testimony concerning a U.S.-flag maritime revitalization package offered by members of Congress in May.

The author of *Trouble on Board*, a book about the problems involving merchant seamen on vessels registered to runaway flags, spoke to the subcommittee less than a month after Sea-Land and American President Lines announced their plans to follow through on threats to replace the American flag on 20 of their vessels.

(Runaway vessels, also known as flag-of-convenience ships, are those owned in one country, registered in another and crewed by mariners from still other countries. These vessels are dubbed "runaway" because they are attempting to flee responsibility for taxes and regulations from the owner's nation.)

Abandon Nation's Mariners

Chapman cited as an example what happened to Norwegian crews when Norway decided to create a flag-of-convenience registry.

"Initially Norwegians were hired as masters and chief engineers and the rest of the crew were from foreign lands. But now on many of the Norwegian second registry ships, all of the officers and crew are foreign."

Chapman, who now serves as an instructor at the Bangor Theological Seminary in Maine, stated that when shipping companies from developed nations switch to a flag of convenience, the businesses tend to stop dealing with manning agents. They will contract with a ship management company which, in turn, subcontracts with a manning

agency.

"All direct connection between the owner/operator and the crew is lost in the process, and the only criterion for the operation is profit," Chapman told the panel. "In this highly competitive industry, a downward spiral results, and an operator is constantly tempted in the pressure of competition to go a notch lower in standards."

"A Filipino AB can be employed for \$300 to \$400 a month. A Chinese AB can be hired for less than \$100 a month. Having lost all connection with the recruiting process and dealing only with a hierarchy of ship management companies with various kinds of chartering procedures, the owner/operator may not even be aware of conditions on board, or salary levels, or of the standards that are being maintained."

End of Tradition

He noted if American companies take their vessels to offshore registries, the effect could be disastrous for the United States.

"In this country, this would result in a loss of maritime capability, the end of a career, of an expertise, which has helped for 300 years to shape this country."

"There is no crash course for maritime officers. You go to school and you spend 10 years at sea working your way up to master. To lose part of our national competence would be tragic."

Chapman added that U.S. shipping companies would face the additional challenge of finding Americans knowledgeable in maritime to help run their firms. "It has been suggested that in the long run, not only will the ships flag out, but the companies themselves may move aboard."

While pointing out that he has not discovered a direct correlation between ships' flagging out and standards on those vessels deteriorating, the author said, "That has been the pattern." He offered the representatives an example of how lower working and living standards take place.

'Legal Black Hole'

"A ship owned in Hong Kong may have a mixed crew from

Burma, the Philippines and other developing countries, but once that seafarer signs onto a Panamanian-flag ship, he is controlled by the Panamanian maritime labor code. The fact is that many of the 30 or more flag of convenience registries which today register almost 50 percent of the world's ships have little or no interest in enforcing their maritime labor code and no administrative capability of doing so.

"The effect of this is that once a merchant ship leaves port, it moves beyond the control of any legal regime. In effect, it moves into a legal black hole. Contracts can be ignored, and since crews are often recruited where unemployment is high and wages are low, crewmembers are often reluctant to even voice their complaint except perhaps to a chaplain."

He told the House members he started the New York-based Cen-

ter for Seafarers' Rights to advise port chaplains and mariners from around the world on what to do when they faced serious problems aboard vessels. Among the troubles that have been faced by port chaplains visiting runaway-flag vessels are lack of payment for work performed, inadequate food, refusal to access medical care and forced employment after a contract has expired.

"Without any legal protection or meaningful union contracts, the owner/operator is free to arbitrarily deal with crew without restraint," Chapman said. "Good management includes a high regard for the dignity and working conditions of workers, but we found that on as many as 20 percent of the ships, the crews were being abused and exploited. And the number may be higher because crewmembers are reluctant to speak up, lest they lose their jobs."



Dr. Paul Chapman (right) discusses the effects of runaway-flag vessels on merchant mariners with U.S. Rep. Gene Taylor (D-Miss.).

Reflagging Postponed

MarAd Authorization Bill Passed

Continued from page 3

that we retain our maritime fleet," Lipinski told his colleagues.

"I think we have to take this dramatic action in order to obtain dramatic results," said Representative Jack Fields (R-Texas) concerning the amendment. Fields is the ranking minority member of the Merchant Marine and Fisheries Committee.

Other congressmen offered their support. "We must do something to rebuild (the U.S.-flag merchant fleet) for the benefit of this country because in a time of crisis it is absolutely necessary that they be prepared to support our efforts on the waters of the world, wherever we need to deliver the goods to supply our troops," noted Representative James Quillen (R-Tenn.).

"Comprehensive maritime reform will enable (Sea-Land and American President Lines) to stay under the U.S. flag," added U.S. Representative David Bonior (D-Mich.), the House majority whip and a long-time supporter of the U.S.-flag merchant fleet. "We need time to do that."

Sea-Land and APL had threatened to go foreign flag since last year unless a maritime revitalization program became law. Congress introduced its legislation in May after the Clinton administration announced it would delay its recommendation until it receives a Defense Depart-



David Bonior

ment report on the need of merchant shipping for sealift. That report is expected to be released this month.

The two shipping companies followed through in June on their threats to go foreign flag. Sea-Land filed a request to lower the American flag on 13 of its vessels, while APL did the same for seven ships in its fleet. APL also stated it would seek permission to fly a foreign flag on six vessels that will be built in German and South Korean yards.

MarAd representatives noted the request by the companies to re-flag 20 ships was an unusually high number with which to deal at one time. Normally, the agency handles re-flagging applications for one or two vessels at a time.

Rivers' Flow Irrevocably Changed



These two Landsat Thematic Mapper images show the St. Louis area on July 4, 1988 (left) and July 18, 1993 (right), demonstrating the dramatic contrast in the size of the Missouri and Mississippi rivers. Scientists say the flood will cause the rivers to take up new routes.

AP (Earl Observation Satellite Corp)

Gov't Services Member Named MSCPAC Mariner for 1992

An SIU Government Services Division member has been named the Military Sealift Command-Pacific (MSCPAC) 1992 Marine Employee of the Year for his work over and above the call of duty aboard the *USNS Andrew Higgins*.

Electronics Technician **Hermín Castillo** collected not only the top award presented annually by the fleet, but he also received the unlicensed engine department's 1992 Mariner Award of Excellence.

He was joined by AB/Maintenance **Allen R. Glassford** and Steward/Cook **Perfecto Basilio** as the outstanding mariners in each of their respective unlicensed departments aboard MSCPAC ships. The annual awards recognize outstanding work efforts and achievements by individuals sailing in the unlicensed deck, engine and steward departments as well as deck, engine and medical officers in the fleet.

Always Available

Castillo was nominated for both MSCPAC's highest award as well as the engine department recognition by Chief Engineer Thomas Walsh, who sailed with the electronics technician last year.

Walsh stated Castillo worked long hours under unfavorable conditions and was always on call to allow the *Higgins*, a fleet oiler,

to maintain its high degree of readiness.

"Mr. Castillo's knowledge of the Tano propulsion and other on-board electronics systems is impressive," Walsh wrote in nominating Castillo. "Due to his knowledge, we've been able to upgrade our propulsion system to include the latest modifications by Tano and determine the extent of previous and machinery history. He alone has processed, recorded and implemented many Tano engineering change notices."

Walsh continued his praise for Castillo by saying he "doesn't limit his knowledge and expertise to only his gear but repairs any electrical or electronic problem presented to him. His contribution to the *USNS Higgins* far exceeded the scope of his job description."

Castillo received a plaque from Captain L.M. Pivonka, the commander of MSCPAC, in recognition of his achievements.

Concerns for Safety

Unlicensed deck winner Glassford also sailed aboard the *USNS Higgins* in 1992. The AB/maintenance was praised as a self-starter, a conscientious worker and a person concerned with the safety of his fellow crewmembers.

In nominating the deck department member for the award, First Officer Steve Rose wrote, "Glassford exhibits profes-

sionalism and dedication to duty in all assignments, especially in the area of damage control. His efforts with damage control aboard the *Higgins* contributed to the fleet oiler's recent evaluation of "excellent" for damage control and firefighting."

While sailing aboard the *Higgins*, Glassford served as fire marshal. In that role, he taught new crewmembers about the

ship's damage control systems and the type of firefighting equipment found aboard the oiler.

Excellent Feeder

In gaining recognition for his work aboard the fleet tug *USNS Catawba*, Steward/Cook Basilio was noted for his work in making the *Catawba* a top-notch feeder.

"Mr. Basilio is both highly dedicated and professional in overseeing all areas of the

steward department," wrote Captain Pat Huetter, master of the tug. "From baking zucchini bread to birthday cakes, he goes out of his way to respond to the crew's every request and need. He's always done a superior job for *Catawba* and MSCPAC."

During his tour on the tug, the steward/cook received two straight "excellent" ratings during command inspections.

Labor Briefs

Pact Insures Atlanta's Olympic Stadium Will Be Built by Union Workers

The North Georgia Building Trades Council has announced an agreement with the Atlanta Stadium Contractors for a fair-wage agreement covering the construction workers who will build an 85,000-seat stadium as well as support facilities for the 1996 Olympic Games which will be held in the Georgia city.

The agreement includes wage scales, employer-paid health care benefits and pensions, as well as mandatory training for all contractor and subcontractor workers.

The council credited efforts by the Atlanta AFL-CIO and local public employee, industrial, service and building trades unions for acquiring the pact in the right-to-work state.

The stadium project is expected to cost approximately \$210 million.

Colorado Beef Processors Succeed After 10-Year Struggle to Gain Union

Employees at the Monfort beef processing plant in Greeley, Colo. have voted for union representation after 10 years of anti-union coercion, intimidation and discrimination by the company.

Workers voted for the United Food and Commercial Workers to represent them. The Greeley plant had been a union shop until it closed in 1980. When the facility reopened in 1982, Monfort refused to hire more than 250 former union members and kept the plant non-union until the recent vote.

Mine Workers' Strike Continues Against Coal Operators Association

More than 16,000 members of the United Mine Workers in seven states have left their mines as a strike against the Bituminous Coal Operators Association (BCOA) enters its third month.

The selective strike against members of the association began on May 10. The Mine Workers are protesting the mine owners' refusal to bargain in good faith and other unfair labor practices.

Job security is the key issue for the union members. The Mine Workers claim the companies are opening non-union mines while those where the union members work are being exhausted.

In the meantime, the union signed an agreement with four companies that broke away from the BCOA to form the Independent Bituminous Coal Bargaining Alliance. The pact covers 7,500 miners in Alabama, Pennsylvania, Virginia and West Virginia. The union also signed agreements with two previously unorganized mines that employ 700 people. The agreements were reached with Marrowbone Development in Mingo County, W. Va. and Wolf Creek Collieries in Martin County, Ky.

New Contract Obtained in New England Following a 24-Week Lockout

Following a 24-week lockout, the workers at Bay State Gas in Massachusetts and New Hampshire ratified a new six-year contract on July 2. The Steelworkers Locals 12026 and 14930 as well as Electrical Workers Local 486 represent the workers.

The lockout began January 16 when members of Local 12026 rejected the company's contract offer. Members survived on unemployment compensation after the Massachusetts legislature passed extended benefits for locked out workers.

Labor Board Orders Tyson To Honor Union Contracts

Members of the Teamsters and the United Food and Commercial Workers (UFCW) gained a victory against Tyson Foods when the chicken processing company was ordered by the National Labor Relations Board (NLRB) to bargain with the unions.

Regarding the Teamsters, the board found that Tyson—as the successor of Holly Farms—had interfered with a union representation election involving approximately 200 long-haul truck drivers in Virginia, North Carolina and Texas. After taking over Holly Farms in 1989, Tyson unilaterally offered the drivers wages and benefits at the lower Tyson rates, thus bypassing the union.

The company threatened workers with plant closures and sale of their trucks if they voted union. The NLRB ordered the company to rehire 47 workers who were discharged because of union activities.

In a case involving an Arkansas local, the NLRB ruled Tyson had illegally directed and controlled a decertification petition in a chicken processing plant in 1991. The board ordered Tyson to recognize the UFCW local and bargain in good faith.

USNS Mercury Joins RRF; Leaves MSCPAC Fleet

SIU Government Services Division members bade farewell to the *USNS Mercury*, a roll-on/roll-off vessel that has been part of the Military Sealift Command-Pacific fleet (MSCPAC) since it was built in 1976.

The ship was turned over to the Maritime Administration (MarAd) to become part of the Ready Reserve Force (RRF). The *Mercury* sailed into a New Orleans shipyard where it will be prepared to join the RRF fleet. It will join 11 other newly acquired RO/RO vessels in the MarAd fleet.

The *Mercury* had a distin-

guished career with MSCPAC. Capable of carrying around 1,000 vehicles, the vessel was one of the first roll-on/roll-off ships to deliver supplies and materiel to American combat forces during Operation Desert Shield in 1990. The vessel was the only MSC RO/RO to operate with a civilian crew. The unlicensed crewmembers were represented by the Government Services Division.

No announcement has been made stating when the *Mercury* will be leaving the shipyard or where it will be stationed in the RRF fleet.

Discussing Maritime in Norfolk



U.S. Senator Charles Robb (D-Va.) is updated on the concerns of the U.S.-flag maritime industry by Hampton Roads Port Agent President Bernard Hopkins (left) and SIU Norfolk Port Agent Mike Paladino (right).

Seafarers Rally in Protest of NAFTA



SIU members with other trade unions to protest the possible loss of jobs to Mexico should Congress approve the NAFTA treaty. Negotiations among the United States, Canada and Mexico are continuing.

As schools begin another year across the country, it is not too early to start planning to apply for a 1994 Seafarers Scholarship.

In 1994, as in years past, the union will be offering seven scholarships. Four of these financial awards are set aside for the children and spouses of Seafarers. Each of the four scholarships is for \$15,000 to be used at a four-year college or university. The other three are for Seafarers themselves. One of the awards also is for \$15,000 for use at a four-year institution of higher learning. The remaining two scholarships amount to \$6,000 each and can be used for study at a community college or vocational school.

Since 1952, the SIU has awarded 228 scholarships to its members, their spouses and children to help them reach their educational goals. From these ranks have come doctors, lawyers, teachers and many other careers. Some members have used the program to improve their own job skills as Seafarers.

However, all of them took the same first step to win a scholarship. That step was to apply for the Seafarers Scholarship Program booklet which contains the vital information necessary to apply. To receive a copy of this guide, send in the coupon at the bottom of this page. What follows are some highlights from the scholarship booklet.



ELIGIBILITY

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

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

(Pensioners are not eligible for scholarships.)

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

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

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

- Be an unmarried child of an eligible Seafarer or SIU pensioner for whom the member or pensioner has been the sole source of support the previous calendar year;
- Be a high school graduate or its equivalent, although applications may be made during the senior year of high school;
- Be under the age of 19 OR
- Be under the age of 25 and be a full-time student enrolled in a program leading to a baccalaureate or higher degree at an accredited institution authorized by law to grant such degrees;
- Be the child of a Seafarer who has credit for a total of 1,095 days of covered employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the Seafarer's behalf prior to the date of application;
- Be the child of a seafaring parent who has one day of employment in the six-month period preceding the date of application and 120 days of employment in the previous calendar year (unless the eligible parent is deceased).
- It should be noted that dependent children who win SIU scholarships and marry while receiving the award will not have to forfeit the grant by reason of such marriage.



CHECKLIST

Deadline for applying is April 15, 1994. Items that need to be postmarked by that date for review by the Scholarship Committee include:

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



Remember, it will take time to gather all this information. Plan ahead to make sure everything will be collected in time. Some schools can be slow in handling transcript requests, so applicants should ask for them as soon as possible. The SAT and ACT examinations are offered approximately six times each year on specified dates. Applicants should take the appropriate test required by the college or trade school he or she plans to attend.



DEADLINES

All completed applications with all necessary information included MUST be mailed and postmarked ON or BEFORE APRIL 15, 1994.

The SAT or ACT test must be taken by February 1994 to insure the test results will be available for inclusion in the scholarship application package. For information on upcoming SAT tests, contact the College Entrance Examination Board at either Box 592, Princeton, NJ 08540 or Box 1025 Berkeley, CA 94701, whichever is closest. For information regarding ACT tests, contact ACT Registration Union, P.O. Box 414, Iowa City, IA 52243.

Scholarship recipients MUST enroll in a college or trade school and notify the Seafarers Welfare Plan of their admission by AUGUST 1, 1994.

Recipients who are the spouse or child of a Seafarer are expected to complete their course of study during the four years covered by the grant.

Seafarers who receive the \$15,000 award must complete the program within six years. Seafarers who receive the \$6,000 award must complete their programs in four years.



FOR MORE INFORMATION

Ask for a 1994 Seafarers Scholarship Program booklet at any SIU hall, or fill out the coupon below and return it to the Seafarers Welfare Plan.

Please send me the 1994 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and the application form.

Name _____

Book Number _____

Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for:

_____ (Self)

_____ (Dependent)

Mail this completed form to Scholarship Program, Seafarers Welfare Plan, 5201 Auth Way, Camp Springs, MD 20746.

Seafarers Pull Together For New Boblo Season

SIU crewmembers aboard the Boblo Island boats are geared up for another busy season of taking passengers from Gibraltar, Mich. to Boblo Island amusement park, located at the mouth of Lake Erie near Amherstburg, Ontario.

Annual Boblo operations began Memorial Day weekend and will continue until Labor Day weekend when the boats will be laid up for the winter season.

Four boats make up the Boblo fleet, and they are crewed by members of the Seafarers International Union, which has repre-

sented the Boblo crew since the 1940s. Crewmembers work the engines, keep the passengers comfortable, tie up lines when docking, release lines when pulling out and properly maintain each vessel's interior and exterior. The entire Boblo fleet's deck crew works together to get the job done each day of the season.

The *L.R. Beattie* is the largest of the four boats with a capacity of 300 passengers. Crewmembers prepare and sell hot dogs and refreshments to passengers on the 45-minute cruise across Lake

Erie to the park.

Crewmembers also sell snacks and refreshments aboard the *MV Friendship*, which holds 120 passengers.

The remaining two vessels hold 150 passengers each and are unique in that they are styled after the old Mississippi River boats. They are the *MV Gibraltar* and the *MV Tecumseh*.

The Boblo boats operate every hour, seven days a week from 10 a.m. to 7 p.m., picking up and dropping off passengers in both locations.



Boblo crewmembers pose for a photo before beginning a day of transporting passengers across Lake Erie. They are (from left, first row) Deckhands Husein Hasser, Rochelle Carrington, Janice Stamper and Cheryl Stamper, Captain David Young, (second row) Deckhand Doug Shearer, Captain John Hickey, Deckhand Susan Onufrak, Captain Paul Lepage, (third row) Captain William Kampfert, Deckhands Craig Ciarrocchi, Phillip Prentiss, Joseph Murray and James Basham.



Deckhand Cheryl Stamper flies the Boblo flag overhead while the passengers await arrival at the island.



Preparing hot dogs and refreshments for the passengers is the responsibility of food service worker Shannon Hall.



Deckhands James Basham (left) and Dana Smith escape the rainy weather as their vessel leaves port for Boblo Island.



Crewmembers aboard the *L.R. Beattie* gather on deck for a group photo.



Deckhands Rochelle Carrington (left) and Doug Shearer keep the decks aboard the *MV Friendship* in shipshape condition.



Keeping busy as both a Boblo captain and a union shop steward is Juan Sanchez.

Marlin Sails into Gulfport



Chief Engineer Donice Lawson (left) and Chief Mate Kevin Delattre take a break on the deck of the tug *Marlin* recently when the Penn Maritime tug was doing harbor work in Gulfport, Miss.

Marine Electronics Courses Available at Lundeberg School

Flashlights and rags once were common tools of the trade for Seafarers who sail in the engine department. But nowadays, thanks to automation and high-tech training, working in the engine department means operating test equipment such as digital multi-meters, oscilloscopes and logic probes.

In light of this ongoing push toward newer and newer technology, Seafarers are encouraged to sign up now for an important phase of their training: the marine electronics courses offered at the Seafarers Harry Lundeberg School of Seamanship.

The three courses—Basic Electronics, Marine Electronics Technician (MET) I and MET II—are particularly important to QMEDs, as the courses will help them move up in classification.

Basic Electronics begins on August 30 and lasts until September 24. MET I takes place from September 27 to November 5, while the schedule for MET II is

November 8 to December 17. (For a complete list of the Lundeberg School's current course schedule, see page 27 of this edition of the LOG.)

These courses have been available at the Lundeberg School since 1989. As advances in technology continue bringing automation to the maritime industry, Lundeberg School instructors update the courses to ensure that Seafarers remain the best trained seamen able to handle this sophisticated equipment.

The curriculum includes study of AC and DC theory, basic and advanced electronic circuits, digital logic, automation and troubleshooting. Plenty of hands-on training also is featured.

The Basic Electronics course was designed for those who have little or no formal training in electronics. As suggested by the title, the course teaches the concepts and theories needed to form a solid foundation for more advanced electronics studies.

There is no prerequisite for Basic Electronics. The Lundeberg School recommends that students complete an introductory algebra course before taking Basic Electronics, but this is not required.

Basic Electronics includes a lot of reading and problem-solving. Afternoons are spent working with basic circuits and learning how to troubleshoot them.

MET I and MET II are high-volume courses which extensively cover electronic circuitry and troubleshooting.

Both MET I and MET II start with the study and use of transistors and end with a full knowledge of digital and analog circuits. The courses include an optional section which teaches students how to use programmable controllers.

Students who graduate from these courses will be able to analyze how a circuit works and be able to troubleshoot the circuit faults.



Seafarers who take marine electronics courses at the Lundeberg School will work on high-tech equipment.

Once a student passes these courses, he or she should be able to sit for the Federal Communications Commission's exam for General Radiotelephone Operators License with Radar

Endorsement. No knowledge of Morse Code is required.

For more information, contact the Lundeberg School admissions office or your port agent.

Boatmen from 3 Inland Companies Complete Lundeberg School AB Training

Boatmen from three SIU-contracted companies received their able bodied seaman's endorsement after completing training at the Harry Lundeberg School of Seamanship.

Seafarers from Upper Lakes Towing, Crowley and Maritrans attended the special 3-week course from June 1 to June 18. The course was designed specifically for inland members to address their needs on America's waterways.

There were 24 union members in attendance who participated in the upgrading session. Taught by Lundeberg School Instructor Casey Taylor, they received extensive, hands-on training as well as written materials covering firefighting and first aid, rules of the road, water survival (lifeboat), buoyage and boat and cargo handling.

Six of those who upgraded to AB are employed by Upper Lakes Towing, which is based in the town of Escanaba, in the Upper Peninsula of Michigan. Upper Lakes Towing is a barge and tugboat company which transports salt, iron ore, stone and coal between Lakes Michigan, Huron and Erie as well as from Lake Superior to Lake Michigan in Indiana Harbor. The six SIU members from Upper Lakes Towing who successfully completed the June session are Francis Berube, Mark Carlson, Terrance DeMenter, Joseph Racicot and brothers Thomas and Jerry Stropich. The group drove in a van from Escanaba to Piney Point.

Clyde Van Enkevort, an owner of Upper Lakes Towing, told a reporter from the *Seafarers LOG*, "I think the course was really good for the guys, and they came back with nothing but great things to say. It became a necessity for their jobs to learn more and receive additional training. We had a need and it became apparent, so we sent the group down to Piney Point."

The company plans to send additional SIU members to upgrade



Seventeen boatmen who completed the special AB course for inland members will be working on tugboats like these for Maritrans.

this winter when the Great Lakes freeze, thus bringing an end to the season.

The 17 upgraders from Maritrans was the third group to go through a Lundeberg School training session this year from the Philadelphia-based company.

"The people at Maritrans are glad to have a facility like Piney Point available for upgrading," said Nick Grassia, inland port captain for the company. "Our boatmen got a lot out of this session. For those who had never been to Piney Point, they were impressed with the facility and have expressed an interest in returning."

Maritrans tugboats transport petroleum products up and down the East Coast. The Seafarers who sail for Maritrans include Richard Belote, William Belote, Christopher Boyd, Paul Brown, Dannie Card, John Coover, Gregory Gibson, Richard Feague, Mark Leadbeater, Anthony Myklich, Mark O'Neal, Edmund Putro, Ralph Ramsey, Mitchell Roberts, Emmanuel Roldan, Jimmie Stevens and Troy Zimmerman.

Boatman Leonard Tyson also took part in the course. He sails for Crowley Towing. His home port is Philadelphia. Crowley tugs pull roll-on/roll-off barges between Philadelphia, Jacksonville, Fla., Lake Charles, La. and Puerto Rico.

Allied Boatmen Graduate Special Utilityman Course

Seafarers employed by Allied Towing Corp. recently completed a special course covering engine room skills at the Paul Hall Center for Maritime Training and Education.

The two-week Utilityman course was designed by Lundeberg School engine department instructors specifically to meet the needs of inland division members who sail for Allied Towing. The course first was given in November, with students receiving both classroom and shop instruction.

Seven students completed the more recent course, which ended in February. Classroom studies focused on diesel engine theory and operation, with emphasis on four different types of diesels. Shop work included welding, hydraulic systems, pumps, electrical safety and use of electrical test equipment.

A utilityman works as an un-

licensed assistant or chief engineer on uninspected towing vessels.

The Allied boatmen "all said they found the course helpful and informative," said Allied Towing Port Captain Jeff Parker. "I've been dealing with the school for 15 years, and they're always helpful."

Parker pointed out that inland seafarers often have very limited time off their boats, so their training needs are unique. That is why the school and the company worked together to create a course which offers maximum instruction in a relatively short period. The course also will be available for other members.

Seafarers who completed the class are: Wayne Woodland, Leonard Paul, Wayne Potter, Frank Ingellis Sr., Norman Peters, John H. Reber III and Louie Payne. Lundeberg School Instructor Bill Foley taught the course.

Reviewing Steward Recertification Applications



Recertified Stewards (from left) Gregory Melvin of Jacksonville, Fla., Peter Schmitt of San Francisco and Francisco Rosich of San Francisco review applications from fellow galley gang members for the 1994 steward recertification program at the Seafarers Harry Lundeberg School of Seamanship. Each year, a committee of graduates from the program makes its recommendations to the contracts department for the next year's classes. Galley gang members who are selected will be notified by the contracts department prior to the start of the classes.



Yvonne Desilva (right) gazes at her 10-week-old baby, Leila Desilva Burges, being held by her mother, Mary Desilva. Yvonne sails as a chief cook, most recently aboard the 1st Lt. Jack Lummus. The photo was sent to the Seafarers LOG by Steward Assistant Jamie Watson.

SEAFARERS FAMILY photos

Another peek into the Seafarers LOG family album shows us some happy moments in the lives of Seafarers and their families, including a wedding and lots and lots of children.

As always, the LOG welcomes your photographs and will publish them on a periodic basis.



Jacksonville Port Agent Tony McQuay shows off his (and his wife Monica's) recent addition to the seafaring world, Vincent Thomas McQuay, born February 25, 1993.



Exchanging wedding vows on April 3 are Michael Clayton McNally and Theresa Korkor Ayele. Michael sails as a ZMED aboard the Sgt. Matej Kosak. The couple resides in Pocomo Mountains, Penn.



ZMED Earl Mallory brings his daughter, Jelicia Mallory, with him to the Mobile hall to enjoy lunch and catch up on the latest union news.



Patricia Cook has quite a handful with 2-year-old triplets! From the left, they are Pernell E. Cook Jr., Raequell Y. Cook and Lovell J. Cook. Mom says the triplets miss their daddy, Pernell E. Cook Sr., who presently sails as chief cook on the Major Stephen W. Pless.



Stopping by the Jacksonville hall are SMI member Billy Joe Cox; his wife Kimberly; their son Jimmy and 11-month-old daughter Nikki.



Spencer and Tausha Smith pose with their baby, Terra Lynn Smith, who was born March 4. Tausha used to sail as a chief cook; Spencer, who sails out of the Houston hall, is currently aboard the USF Pacific.

Steel Ships and Iron Men: Part IV

BY SINCLAIR OUBRE

Father Sinclair Oubre is Port Chaplain in Beaumont, Texas and an SIU member. He sails during his time off.

Father Oubre has kept a journal during his seafaring voyages. Last year, the Seafarers LOG published several excerpts from the diary. What follows are some additional glimpses into Father Oubre's life aboard ship.



Sinclair Oubre

Aboard the USNS Sealift Pacific

I arrived at the USNS Sealift Pacific to spend the next three weeks or so sailing as the ordinary seaman for the 8-12 watch. The childish excitement and enthusiasm of the past two summers has gone. In its place is a confidence that has emerged from those experiences, mingled with the knowledge obtained through my studies. I feel comfortable now with the pace of life aboard ship.

In the few days that I was on another ship, the Sealift Atlantic, I was assigned to start on the bridge and sougee the inside of the house. Questions raced through my mind as to how much progress was expected of me each day. One deck a day, two passageways, what was it? What had the previous steward assistant done? He had quit the day before. Was he putting out more than I was, or was I winning this "race?"

If it was a "race," then who was I racing? I couldn't be racing anyone in the department. There wasn't anyone else in the department. Was I "racing" for the steward's approval. Yes, that's what I was doing. I was knocking myself out to get the approval of someone who was already happy that I had not quit the first day. I was seeking the approval of a person who was just happy if I kept moving and did an adequate job.

I remember almost apologizing to him that I did not get done as much as I had hoped. He seemed a bit bewildered, and reassured me I was doing fine.

Last November, while on the SS Cape Chalmers, one of the fellows in the deck department was a real competitor. Most of the time he was a loud-mouth, but when it came to hauling in lines, no one was fast enough for him. He would race to pull the hawser through the chock faster than anyone else. He would nearly bust his gut, but he looked real good. On one occasion, I was the man at the chock. I was going as fast as I could, reaching down and pulling the line with all I had. I was subconsciously competing with him, and because he would try to take my position if I was not fast enough, I hauled with all I had. I wasn't fast enough! As I pulled back, he stepped in front, and hand over hand, not moving a step, he took my position.

The result of all this was that I stopped hauling on the line. Oh, I looked like I was. I led the line forward to the winch, but he was doing all the work.

I pass on these reflections because I have grown a little over the last two years. Thomas Merton writes in his book *No Man Is an Island*: "We insist on doing what is not asked of us, because we want the success that belongs to somebody else."

On the Sealift Atlantic, I had been a success with the steward because what he wanted was someone to stay and work along with him. I was blind to that and nearly knocked myself out striving to be the world's greatest at sougeeing. On the Cape Chalmers, the AB strove for the success that belonged to the whole team, and in the end brought about poor teamwork and coordination.

So now gone is the childish enthusiasm and anxiety that were there in my other voyages. In their place, I hope,

is the confidence of doing what I am supposed to do. Then and only then will I be all the seafarer that I am asked to be. At the same time, my brothers and sisters can be all the seafarers they are called to be.

To quote from Merton again: "The value of our activity depends almost entirely on the humility to accept ourselves as we are. The reason why we do things so badly is that we are not content to do what we can."

In this context, I am the 8-12 ordinary seaman. The first thing I will be doing each morning is the sanitary for the deck department. So far it has gone well. I have cleaned a head, a laundry room, swept and mopped the 01 and 02 level passageways and sougeed the main deck and port passageway. I keep telling myself that the important thing is to keep moving (so that I am not mistaken for a pipe), and to do quality work. Those demons, though, are still trying to get me to compete, but with whom?

What Time Is It Anyway?

We sat at supper this evening, the bosun, the 8-12 AB, the 12-4 OS and myself, and tried to discern what day it was. "Is the day Wednesday or Thursday? Was the date the 19th or the 20th?" Half of us agreed that it was Wednesday, and the other half thought it was Thursday. The alliances shifted, though, when we tried to figure out if that meant it was the 19th or the 20th.

With the help of a calendar and the agreement by all that we did leave Orange, Texas on Monday, we came to the consensus that it was Wednesday the 19th.

Things had been happening so quickly and for such long periods. What had seemed like two days had actually been only one. Through a number of delays, we finally left Houston Ship Repair in Orange at 10:00 a.m. After the break, I was stationed on the bow as watch. There was very little traffic and no communication to the bridge. I passed the time watching very familiar waters pass by, but from a totally different perspective.

After I was relieved and had lunch, we began to ready the gear that would be necessary for butterworth and tank cleaning. This was thought originally to be a simple task. The tanks had all been cleaned in preparation for the shipyard. It was thought that all that was necessary was a little extra cleaning and the tanks would be ready for cargo. Wrong!

After butterworth for about an hour-and-a-half, the bosun descended into the tanks to check out the situation. What he found did not make him a happy camper.

In preparing to leave, it became necessary to take ballast from the river. With the water came silt and mud. This settled on the bottom of the tanks and had to be cleaned out by hand. Starting about 1500 hours until 2100 hours, we washed, pumped, scooped, sponged and mopped the bottom of each tank.

At this point, the bosun sent me aft to get cleaned up. The lights of Galveston Island were on the horizon, and it was time to go back on bow watch.

Bow watch in the Houston Ship Channel is really an exciting event. In many channels there are traffic lanes or some form of voluntary traffic control that keeps large ships from passing in tight quarters. Not in Houston! To sail this channel is to relive a bad western movie. Two gun fighters swagger toward each other on a muddy Houston street. The only thing keeping their expensive boots dry and clean is the plank that is suspended over the mud. They walk closer and closer to each other, staring deeply into the other's eyes. At the last moment they sashay around each other.

Such is the Houston Ship Channel. There is nothing quite like being alone on the bow, watching perfectly aligned mast lights of an oncoming vessel bearing down on me. Just when I feel it is time to run to the stern, both of us veer a bit to starboard and then come back to port on course for each other's stern.

On the five occasions that his happened while on watch, there was always that moment of doubt just before the mast lights began to shift, indicating the movement to starboard. Thoughts race through my head. When was the last time their steering gear was checked? For that matter, when was ours? Does the helmsman speak English? How long has that pilot been working this channel?

In the end, all went well. We transited without any difficulties. It did leave me reflecting on the future plans that I hear some government leaders have for this overgrown bayou. There has been talk of dredging the channel deeper so that bigger ships can swagger down the same narrow plank.

At 0100 hours we reached the Hess Refinery. All hands were called for docking and tank preparations. Those of us on the stern were not working yet as a team. There was some confusion but we got everything eventually squared away. Afterwards, we put out the gangway and prepared to take on cargo.

In 18 hours we had completed loading. The sailing board said 2400 hours was the departure time. Exactly on time we began to take in the gangway and the lines. The tugs eased us away from the dock and pointed us south, back to the sea.

In a 48-hour period, we had left Orange, taken on a full cargo of jet fuel and were off the Louisiana coast heading for Beaufort, N.C. It seemed as though days had passed, but in fact it was only 48 hours. A real mariner's truth is that one would not know the present day, date or hour if the steward did not write these important facts on the menu each day. If he or she reused a menu from February, our table conversation would be about the unusually warm winter we were having.

Grieving at Sea

Working as a port chaplain, I have seen and heard many stories of seamen far away from their homes confronted with some tragedy and not being able to be present to either share in the suffering or give support to those he or she loves. In all these cases, I have sympathized with the suffering sailors, but it takes a journey into one's own tragedy at sea to turn that sympathy into an empathy that quietly bonds all seafarers.

This bond is the dark side of the typical seafaring fraternity. The love of the ocean, the insatiable desire for adventure and the psychological need to make the whole world one's home are just some of the expressions of the mariner's persona. Behind this facade is the grieving sailor who missed the birth of a child, the death of a parent or the wedding of a sibling or friend.

When we left Hess Petroleum docks, it was a beautiful night. The weather was clear and everything pointed to a comfortable and smooth voyage to Beaufort. I had called a friend in Beaumont on the day of our departure to make sure that all was well on the homefront. She assured me that all was OK, and I promised to get back in touch when we arrived.

On arrival in Beaufort, I called home to receive the devastating news that my bishop, Bernard Ganter, had undergone brain surgery for a malignant tumor the day before. The day we had sailed, he had announced to the diocesan staff that he was ill and would be undergoing the operation on Friday.

This news shook me to the core of my being. He is a man I respect, honor and

love. I doubt that he has ever realized how much he has meant to me.

In 1978, when he became the bishop of Beaumont, I saw him for the first time at a basketball game at my old high school. I was already studying for the diocese but feeling rather adrift as far as my commitment to the church in Beaumont. There was not a priest to whom I felt especially close or who seemed to be a mentor. When I saw him, though, I had a strong desire to walk up to him and kiss his Episcopal ring. I restrained those feelings and thank goodness for that because such an action would have embarrassed him no end and probably started our relationship off on a peculiar leg.

Through the years, he has always been my promoter and supporter, no matter how untraditional my activities may have been. Whether it was taking fencing lessons or working as a summer intern for my congressman, he never raised objections or questions regarding the appropriateness of such activities for a seminarian or future priest.

It was Bishop Ganter who encouraged me to accept the challenge of going to Catholic University of America. By his support, I not only received a top quality education, but I also was able to enter the world of politics and labor unions that still play such an important role in my life.

When it became time to look for a graduate school, it was Bishop Ganter who offered to send me abroad. In fact, he encouraged me to investigate schools in Ottawa, Rome, Innsbruck and Leuven, Belgium. When I decided to go to Belgium, he was there to give me his blessing. As I look back on those four years, they were probably the most important in my life.

My early years as a priest were not fair sailing. In my first three assignments, I struck out. In baseball I would have been sent back to the minors, but Bishop Ganter continued to support me. He never threatened me or took sides. Rather, he would just say that things weren't working out and he would find another place for me to work.

Now he has fallen ill. I am sure that among those who criticized him most, there is anxiousness and apprehension. They fear that the one who comes next may not be as willing to endure their moaning, groaning, overblown egos and incompetencies. Like a ship's captain who is always the "Old Man" when things are going well and the "SOB" when they are rough, Bishop Ganter has been accused of being out of touch with his priests, and of being insensitive to their particular needs. He is also accused of micromanaging the diocese and not insisting that things be done a specific way. When parishes and the diocese would be tossed around by one tempest or another, he would always be looked to as the one who could steer the safe course for all concerned.

In the end, Bishop Ganter is simply a man who carries the weight of many Catholic souls on his shoulders. He stands between the grassroots needs of each individual Catholic and the mandates and prescriptions that emanate from Rome. He does this with all the idiosyncrasies and weaknesses that any man possesses. He does it, though, with a faith that is based on the certain knowledge that in the end all is in God's hands.

I have sailed to foreign lands and have taken in adventure. This, I thought, was the bond of seafarers, but this is only half. I have now been initiated into the silent half. I take my place with my other mates as we grieve. We grieve for that parent who died while we were away, that child who was born, and that friend, that mentor who has fallen ill, all the while we were at sea.

Seafarers in Houston Volunteer to Help Children

When Crowley Captain and SIU member Bert Thompson is not sailing, he is busy volunteering some of his time toward several charitable activities in the Houston area.

Brother Thompson is one of many volunteers for KID CARE, a non-profit organization that feeds children who are going hungry on the streets of the city due to many varying circumstances.

"They make and deliver food and sandwiches to children from 18 years old down to infants. Some are homeless, some come from single-parent families who can't earn enough money to support their children and some are complete families with strong family values but low incomes. They are all victims of our economy who are suffering because they don't have any of the advantages life has to offer," Thompson told a reporter from the *Seafarers LOG*.

Thompson first learned about KID CARE through his local Braeburn Presbyterian Church, when the group decided that they wanted to get involved in some type of community project. They learned that there are approximately 300,000 children under 18 years of age going hungry and living below the poverty level.

"We realized that we are missing the mark as a society. The social agencies are not getting to the root cause," Thompson reflected.

Prepare Food for Delivery

Volunteers from the Houston community gather twice each day to make sandwiches and various hot foods to deliver to the children. Vans crewed with additional volunteers take the meals individually to each child.

"In general, it is a meals-on-wheels operation for kids. We also deliver snacks after the



SIU members Bert Thompson and Virgil Bolton study a map of Houston to pinpoint where the next food deliveries will be taken by volunteers to children who have no other means of getting a meal.

children return from school. They are hungry because they haven't eaten all day or their parents work late and they are alone. It's hard for a child to acquire an education or pay attention in school with an empty stomach," he noted.

According to Thompson, KID CARE was created approximately eight years ago by a registered nurse and her husband, Carol and Hurt Porter. In the medical field she was continually confronted with "sugar babies," starving infants that she would nurse back to health with sugar and water until food could be given. One of these babies died in Porter's arms while she was trying to nurse the child back to life.

"Carol came to the realization that thousands of kids in Houston were starving. She went out into the neighborhoods and found these starving kids and began cooking in her own kitchen. She opened her doors to everyone and fed children and families out of her own pockets. She is truly a remarkable woman," Thompson explained.

The organization is branching

out and growing throughout Houston. "To deliver food is a rare experience. To see the kids responding to the open expression of love is the most remarkable thing," he added.

Seafarers Volunteer Help

A building has been acquired to use as a full time food distribution center. Renovations and remodeling are under way and the demand for volunteers has never been higher. Equipment and household items have been donated to the center, and while they are not always in good repair, they are needed desperately.

The new building has a very large kitchen and areas for child care and in-house classrooms. According to Thompson, KID CARE hopes to use this area for after-school tutoring for children who need additional educational assistance.

SIU members QMED Virgil Bolton and Wiper Jim Bowles have volunteered time and efforts toward fixing some of the used equipment that has been donated. "We went over to the new

center to do a little work on some of the refrigerators and other appliances that were given to them. It was a one-day job but it felt really good to help out," stated Bolton. Both Bolton and Bowles are graduates of the Lundeberg School refrigeration course for engine department members.

SIU Assistant Vice President Don Anderson commented on the efforts of the union members: "Brothers Bolton and Bowles are always willing to help out with programs such as this. It is an excellent procedure that feeds hundreds of Houston's hungry children. It's great that we in the SIU can get involved."

"This is a wonderful opportunity that we have to be able to help a generation of children who could be lost if help doesn't reach them. There is a tremendous sense of fulfillment that words cannot even describe. It is a great way to put commitment in our lives," Thompson said.

He added, "I have my church, the SIU and my community. This is another reference point from which I can draw strength."

Born in Austin, Texas on July 17, 1936, Brother Thompson joined the Seafarers in 1975 in the port of Houston and began sailing with G&H Towing. He served in the U.S. Army from 1956 to 1959. He upgraded to Master Oceans in 1979 and began sailing with Crowley in 1980.

Retired SUP Instructor Tommy Zee Dies at 68

Thomas "Tommy" Zee, a leading figure in the Sailors' Union of the Pacific (SUP), passed away May 30 at his Pacifica, Calif. home after a stroke. He was 68.

Brother Zee was a longtime instructor in seamanship at the Andrew Furuseth School of Seamanship, run by the Sailors' Union of the Pacific in San Francisco.

Born in Philadelphia, he served in the U.S. Army from 1945 to 1947. He was a member

of SUP for 35 years and an instructor for 15 years. Brother Zee was also a member of National Association of Maritime Educators.

In 1991, Zee contributed the call board of the former passenger ship, *President Roosevelt* of American President Lines (APL), to the Paul Hall Library and Maritime Museum. Zee made the call board himself while he was deck yeoman aboard the vessel.

Bold Strokes

AB Vicari Brightens Sea-Land Producer with Mural

Like his career with the SIU, AB Ray Vicari's unnamed mural which adorns a bulkhead aboard the *Sea-Land Producer* began on a whim but blossomed into something special.

"I had no idea what I was getting into," Vicari said with a laugh while recounting his recent painting project. "The bosun (Jack Edwards) asked me if I could do some art work for the ship. I painted a monkey in a tree, and then I just kept adding to it."

Vicari, 40, spent six weeks of free time adding to the mural, which he estimates covers a 50-foot area on the second deck. The scenes include beaches, trees, other ships, golfers, islanders, a bar bearing Vicari's name, and more—"different things you might see in Hawaii," he said.

"It was a slow process, mostly because I had to have the right (weather) conditions," Vicari added. "But the crew really got into it. They gave me ideas and constantly checked it out."

"I think it adds something to the ship."

New Interest

A graduate of the Seafarers Harry Lundeberg School of Seamanship in 1978, Vicari said he is surprised at how well the mural turned out. "Honestly, I

don't have much of a background in art, and I'd never done a mural before," he said. "I dabbled in painting in high school, and I used to draw a lot, but that's about it."

Nevertheless, the shipboard mural sparked Vicari's interest in art, and he plans to purchase additional painting supplies for his

time on the beach. "As I get older, I can see myself getting into it more. The only problem with trying to make a living as an artist is, you don't make any money until you're dead!"

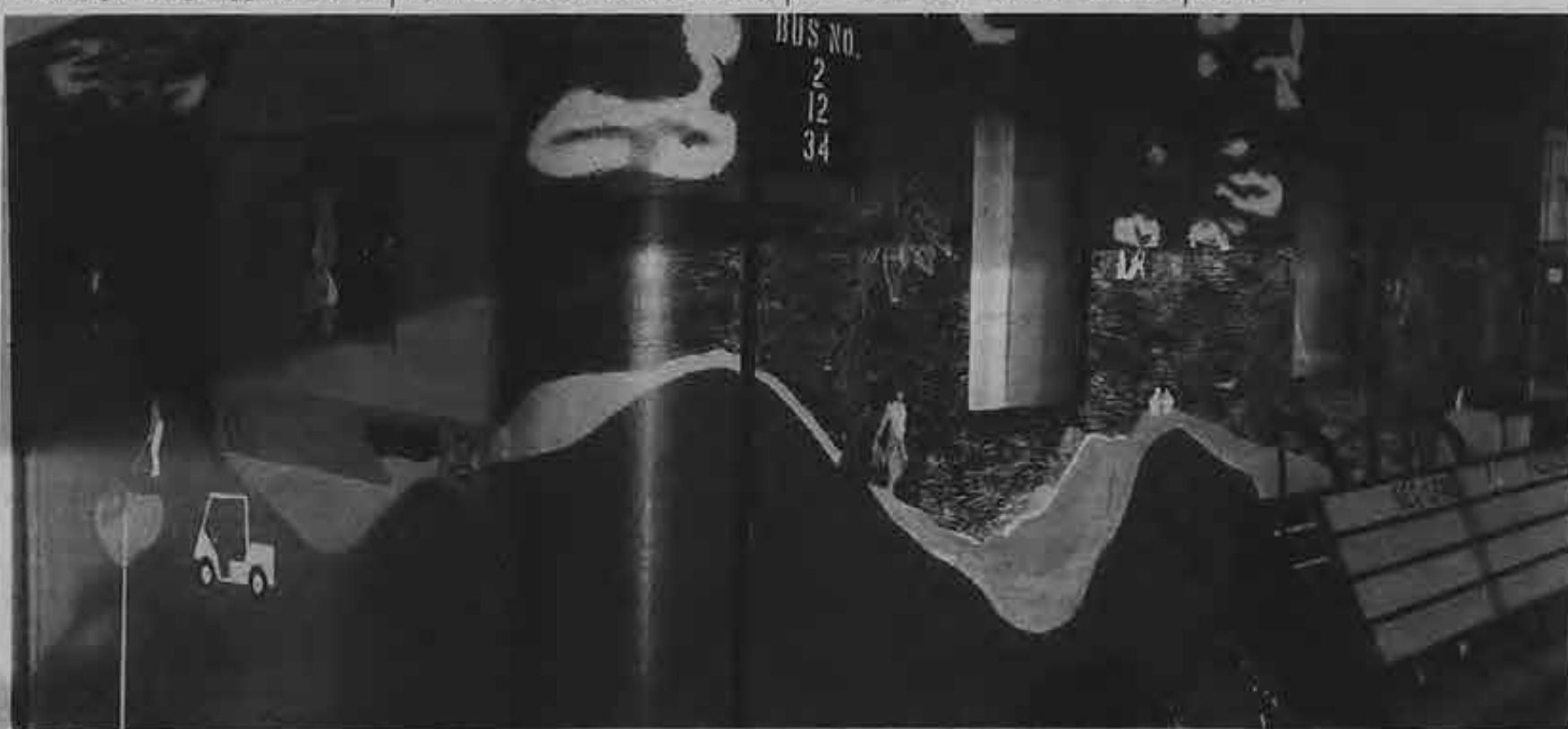
A resident of Rancho Santa Margarita, Calif., Vicari said he joined the Seafarers partially on a whim and partly due to the sug-

gestions from his uncle, the late Seafarer Peter Vicari. "I really had no idea this is what I would do as a career," said the AB, who formerly operated a landscaping business in California. "But I love it. It's a good way to make a living."

While Vicari, who upgraded at the Lundeberg School in 1981,

plans to stick with shipping, he does not envision painting another mural anytime soon.

"I don't have any more projects in the works," he said. "I've been working steady for almost two solid years. The *Producer* is a good ship with good people, but I'm ready for some time off."



Brother Vicari's first mural, which started as a monkey in a tree, adorns a second-deck bulkhead aboard the *Sea-Land Producer*.

Play Ball!

Seafarers Field New Team in Diego Garcia

They made plenty of errors, missed the cutoff man more than once and generally endured the struggles one would expect of first-year ballplayers. But for the Mariners softball team, organized earlier this year in Diego Garcia by SIU Recertified Bosun Rob Saylor, records were not all that important.

"We usually were competitive, but the main point was to provide another activity for our members," said Saylor, who most recently sailed aboard the *JEB Stuart*. "We had a ball. It was good exercise and everyone seemed to enjoy it. Plus we got to meet lots of other people, not only from the other teams but also some of the locals."

A graduate of the Lundeberg School in 1973, Saylor got the idea to create a merchant mariners' softball team while he was watching local media coverage of the eight-team, slow-pitch league in Diego Garcia.

With help from Seaman's Club manager Charlie Wong

(who supplied the team's jerseys and caps), Saylor contacted the league about having a team comprised of American seafarers (both unlicensed and licensed). The league welcomed the Mariners and allowed the team not to have a set roster, because of sailing schedules for the vessels.

All Games Played

Saylor reported that although few practices were conducted (they would have interfered with the work schedule), and despite the ships' participating in sea trials, the Mariners did not forfeit any of their 14 regular season games. They also played in a few tournaments. "Of course, there were times when we had no idea who was ashore until five minutes before game time!" Saylor noted.

The co-ed league also has teams representing the British Police force, U.S. Marine Corps, U.S. Navy and others.

Seafarer Carlos Domingue, who sails as a wiper aboard the



Because of work schedules, the Mariners did not have a set roster. But this group showed up for the team photo! Team members (both licensed and unlicensed seafarers) pictured from left are (front row) Bosun John Higdon, Wiper Carlos Domingue, Bosun Rob Saylor, Mariner Brian Simpson and Charlie Wong, manager of the local seaman's club, (back row) Jo Jo Santos, Vonda Bront, Chief Engineer Roger Marks, Second Engineer Jim Sullivan, AB Tony Cheesebrow, Mike Dayo and AB Brian Redoute.



Bosun Rob Saylor, who provided the photos accompanying this article, tours a military ship in Diego Garcia.

Franklin Phillips, was the Mariners' pitcher during the team's inaugural season. (Occasionally, in trying to make a point to an umpire or batter, Domingue would roll the ball across home plate.)

During one game, the home-plate ump barked, "Illegal!" rather than "Ball," every time either pitcher failed to throw a strike. Domingue thereafter was known to his teammates as "Illegal," and he even had the nickname emblazoned on his jersey.

Saylor said there are other activities available for Seafarers working in Diego Garcia, such as bicycling, sailing catamarans, fishing, bowling and tours of other military vessels. "I love it over there," the bosun said. "There's plenty of work, but there are also a lot of fun things to do during off hours."



Wiper Carlos Domingue, shown here aboard the *Franklin Phillips*, pitched for the Mariners softball team.

Know Your Rights

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

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

SHIPPING RIGHTS. A member's shipping rights and seniority are protected exclusively by

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

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

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

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

EDITORIAL POLICY — THE SEAFARERS LOG. The *Seafarers*

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

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

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of the SIU constitution are available in all union halls. All members should obtain

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

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

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

seamen and boatmen and the 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.

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.

Dispatchers' Report for Deep Sea

JUNE 16 — JULY 15, 1993

| Port | *TOTAL REGISTERED All Groups | | | TOTAL SHIPPED All Groups | | | Trip Reliefs | **REGISTERED ON BEACH All Groups | | |
|-----------------------------------|---------------------------------|------------|------------|-----------------------------|------------|------------|-----------------|-------------------------------------|--------------|------------|
| | Class A | Class B | Class C | Class A | Class B | Class C | | Class A | Class B | Class C |
| DECK DEPARTMENT | | | | | | | | | | |
| New York | 32 | 27 | 3 | 27 | 21 | 4 | 10 | 52 | 47 | 12 |
| Philadelphia | 1 | 8 | 1 | 2 | 5 | 3 | 3 | 2 | 13 | 3 |
| Baltimore | 8 | 13 | 1 | 6 | 12 | 0 | 6 | 7 | 16 | 2 |
| Norfolk | 18 | 20 | 5 | 13 | 11 | 8 | 2 | 23 | 23 | 7 |
| Mobile | 15 | 20 | 1 | 9 | 7 | 1 | 1 | 16 | 24 | 5 |
| New Orleans | 25 | 31 | 7 | 17 | 26 | 7 | 5 | 36 | 42 | 5 |
| Jacksonville | 25 | 28 | 4 | 25 | 21 | 1 | 5 | 50 | 46 | 9 |
| San Francisco | 21 | 23 | 7 | 18 | 12 | 1 | 5 | 49 | 45 | 14 |
| Wilmington | 18 | 16 | 5 | 12 | 15 | 1 | 5 | 32 | 25 | 9 |
| Seattle | 29 | 25 | 6 | 18 | 20 | 0 | 14 | 46 | 56 | 12 |
| Puerto Rico | 12 | 3 | 0 | 5 | 4 | 1 | 2 | 20 | 4 | 4 |
| Honolulu | 7 | 14 | 8 | 5 | 11 | 10 | 9 | 8 | 24 | 10 |
| Houston | 30 | 31 | 7 | 21 | 24 | 4 | 6 | 41 | 40 | 16 |
| St. Louis | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 2 | 4 | 0 |
| Piney Point | 2 | 5 | 1 | 1 | 2 | 1 | 0 | 2 | 11 | 1 |
| Algonac | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| Totals | 244 | 267 | 58 | 179 | 192 | 44 | 73 | 386 | 421 | 109 |
| ENGINE DEPARTMENT | | | | | | | | | | |
| New York | 27 | 21 | 4 | 18 | 21 | 2 | 5 | 39 | 30 | 6 |
| Philadelphia | 4 | 6 | 1 | 1 | 4 | 0 | 0 | 5 | 7 | 1 |
| Baltimore | 9 | 9 | 1 | 4 | 7 | 0 | 4 | 8 | 14 | 2 |
| Norfolk | 10 | 16 | 2 | 1 | 8 | 6 | 2 | 11 | 16 | 5 |
| Mobile | 10 | 15 | 0 | 7 | 5 | 0 | 2 | 17 | 18 | 1 |
| New Orleans | 14 | 16 | 2 | 13 | 7 | 0 | 1 | 28 | 29 | 9 |
| Jacksonville | 13 | 22 | 6 | 9 | 10 | 1 | 3 | 23 | 40 | 19 |
| San Francisco | 15 | 18 | 4 | 11 | 10 | 1 | 5 | 29 | 33 | 6 |
| Wilmington | 11 | 10 | 4 | 8 | 3 | 4 | 1 | 18 | 21 | 4 |
| Seattle | 19 | 18 | 0 | 6 | 11 | 0 | 5 | 34 | 24 | 7 |
| Puerto Rico | 8 | 0 | 0 | 4 | 1 | 0 | 0 | 12 | 1 | 1 |
| Honolulu | 4 | 13 | 10 | 4 | 6 | 7 | 4 | 5 | 19 | 6 |
| Houston | 16 | 18 | 1 | 12 | 9 | 1 | 8 | 24 | 32 | 4 |
| St. Louis | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 |
| Piney Point | 1 | 5 | 0 | 1 | 2 | 0 | 1 | 3 | 13 | 0 |
| Algonac | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| Totals | 162 | 190 | 35 | 100 | 104 | 22 | 41 | 257 | 301 | 71 |
| STEWARD DEPARTMENT | | | | | | | | | | |
| New York | 16 | 14 | 0 | 16 | 13 | 0 | 10 | 28 | 17 | 3 |
| Philadelphia | 5 | 6 | 1 | 1 | 2 | 3 | 2 | 4 | 7 | 1 |
| Baltimore | 5 | 2 | 0 | 5 | 1 | 0 | 1 | 4 | 1 | 0 |
| Norfolk | 3 | 7 | 1 | 1 | 7 | 2 | 6 | 10 | 8 | 3 |
| Mobile | 9 | 6 | 0 | 3 | 2 | 0 | 0 | 14 | 11 | 1 |
| New Orleans | 13 | 9 | 2 | 6 | 8 | 0 | 2 | 17 | 11 | 2 |
| Jacksonville | 15 | 6 | 0 | 6 | 2 | 1 | 4 | 29 | 11 | 2 |
| San Francisco | 28 | 9 | 3 | 19 | 3 | 0 | 5 | 82 | 29 | 4 |
| Wilmington | 11 | 6 | 0 | 10 | 2 | 0 | 4 | 18 | 8 | 1 |
| Seattle | 19 | 4 | 2 | 12 | 2 | 0 | 7 | 37 | 10 | 3 |
| Puerto Rico | 8 | 0 | 1 | 4 | 0 | 0 | 1 | 7 | 0 | 2 |
| Honolulu | 11 | 23 | 11 | 9 | 8 | 13 | 24 | 15 | 33 | 19 |
| Houston | 9 | 4 | 0 | 6 | 5 | 0 | 7 | 17 | 7 | 2 |
| St. Louis | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 |
| Piney Point | 0 | 2 | 0 | 2 | 2 | 0 | 2 | 0 | 16 | 1 |
| Algonac | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 153 | 101 | 21 | 100 | 58 | 19 | 75 | 283 | 171 | 44 |
| ENTRY DEPARTMENT | | | | | | | | | | |
| New York | 8 | 35 | 12 | 7 | 27 | 3 | 0 | 19 | 72 | 36 |
| Philadelphia | 0 | 2 | 6 | 1 | 2 | 3 | 0 | 0 | 2 | 8 |
| Baltimore | 0 | 8 | 0 | 0 | 2 | 0 | 0 | 3 | 12 | 1 |
| Norfolk | 2 | 22 | 7 | 1 | 22 | 2 | 0 | 7 | 24 | 14 |
| Mobile | 0 | 7 | 0 | 1 | 7 | 1 | 0 | 0 | 21 | 1 |
| New Orleans | 7 | 14 | 5 | 4 | 9 | 0 | 0 | 11 | 34 | 20 |
| Jacksonville | 4 | 18 | 6 | 1 | 9 | 1 | 0 | 7 | 40 | 14 |
| San Francisco | 14 | 12 | 9 | 7 | 5 | 0 | 0 | 39 | 48 | 27 |
| Wilmington | 5 | 14 | 3 | 5 | 5 | 3 | 0 | 9 | 20 | 12 |
| Seattle | 10 | 18 | 4 | 4 | 11 | 0 | 0 | 16 | 28 | 13 |
| Puerto Rico | 0 | 8 | 4 | 2 | 0 | 0 | 0 | 6 | 15 | 12 |
| Honolulu | 5 | 49 | 99 | 3 | 34 | 82 | 0 | 10 | 71 | 146 |
| Houston | 2 | 20 | 3 | 2 | 9 | 1 | 0 | 4 | 29 | 9 |
| St. Louis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| Piney Point | 0 | 30 | 0 | 1 | 22 | 0 | 0 | 0 | 20 | 1 |
| Algonac | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| Totals | 57 | 260 | 158 | 39 | 164 | 96 | 0 | 131 | 443 | 314 |
| Totals All Departments | 616 | 818 | 272 | 418 | 672 | 231 | 189 | 1,057 | 1,336 | 538 |

* "Total Registered" means the number of men who actually registered for shipping at the port last month.
 ** "Registered on the Beach" means the total number of men registered at the port at the end of last month.
 A total of 1,306 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,306 jobs shipped, 418 jobs or about 32 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From June 16 to July 15, 1993, a total of 196 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 19,115 jobs have been shipped.

September & October 1993 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point
 Tuesday: September 7*, Monday: October 4
*changed by Labor Day holiday

New York
 Tuesday: September 7, October 5

Philadelphia
 Wednesday: September 8, October 6

Baltimore
 Thursday: September 9, October 7

Norfolk
 Thursday: September 9, October 7

Jacksonville
 Thursday: September 9, October 7

Algonac
 Friday: September 10, October 8

Houston
 Monday: September 13, October 11

New Orleans
 Tuesday: September 14, October 12

Mobile
 Wednesday: September 15, October 13

San Francisco
 Thursday: September 16, October 14

Wilmington
 Monday: September 20, October 18

Seattle
 Friday: September 24, October 22

San Juan
 Thursday: September 9, October 7

St. Louis
 Friday: September 17, October 15

Honolulu
 Friday: September 17, October 15

Duluth
 Wednesday: September 15, October 13

Jersey City
 Wednesday: September 22, October 20

New Bedford
 Tuesday: September 21, October 19

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

Personals

SHIPMATES OF JOSEPH RIPLEY

Joseph Ripley would like to hear from his former shipmates aboard the *OMI Sacramento* which sailed to Riga, Latvia in February 1992. Ripley's address is 3221 Grey Dolphin, Las Vegas, NV 89117.

FRIENDS OF JAMES E. HILL

James E. Hill would like to hear from any members who sailed with him. He may be reached at 2212 East Henry Avenue, A&B Building, Tampa, FL 33610.

WATCH PARTNER WITH WILLIAM ROGERS

Will the AB who was a watch partner with William Rogers aboard the *William Hooper* (Waterman Steamship) from October 7, 1981 to June 3, 1982 write him at 322 Lakeside Boulevard East, Waterbury, CT 06708. He lost your address.

Notice

ATTENTION: Membership - Port of Seattle

Virginia Mason Clinic will offer flu shots and blood draws for benzene tests on Wednesday, November 10, between the hours of 9:00 - 11:30 a.m. and 1:00 - 3:30 p.m. at the Seattle hall, located at 2505 1st Avenue.

Any member interested in using this benefit should call the hall between 9:00 a.m. and 4:00 p.m. on November 8 or November 9; (206) 441-1960.

In order to utilize this benefit, a member must qualify under the rules of the plan (including proof of 120 days seetime in 1992 and 1 day of employment in the last six months).

Seafarers International Union Directory

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

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

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

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

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

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

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

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

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

MOBILE
1640 Dauphin Island Pkwy.
Mobile, AL 36605
(205) 478-0916

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

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

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

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

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

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

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

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

Government Services Division
(415) 861-3400
SANTURCE
1057 Fernandez Juncos Ave.
Stop 16 1/2
Santurce, PR 00907
(809) 721-4033

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

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

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

Dispatchers' Report for Great Lakes

JUNE 16 — JULY 15, 1993

| Port | CL—Company/Lakes | | | L—Lakes | | | NP—Non Priority | | |
|-------------------------------|-------------------|-----------|-----------|---------------|-----------|----------|-----------------------|-----------|-----------|
| | *TOTAL REGISTERED | | | TOTAL SHIPPED | | | **REGISTERED ON BEACH | | |
| | Class CL | Class L | Class NP | Class CL | Class L | Class NP | Class CL | Class L | Class NP |
| DECK DEPARTMENT | | | | | | | | | |
| Algonac | 0 | 21 | 2 | 0 | 49 | 3 | 0 | 18 | 9 |
| ENGINE DEPARTMENT | | | | | | | | | |
| Algonac | 0 | 9 | 6 | 0 | 34 | 6 | 0 | 13 | 7 |
| STEWARD DEPARTMENT | | | | | | | | | |
| Algonac | 0 | 5 | 0 | 0 | 10 | 0 | 0 | 3 | 1 |
| ENTRY DEPARTMENT | | | | | | | | | |
| Algonac | 0 | 10 | 9 | 0 | 0 | 0 | 0 | 5 | 16 |
| Totals All Departments | 0 | 45 | 17 | 0 | 93 | 9 | 0 | 39 | 33 |

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

Dispatchers' Report for Inland Waters

JUNE 16 — JULY 15, 1993

| Region | *TOTAL REGISTERED | | | TOTAL SHIPPED | | | **REGISTERED ON BEACH | | |
|-------------------------------|-------------------|----------|-----------|---------------|----------|-----------|-----------------------|-----------|-----------|
| | All Groups | | | All Groups | | | All Groups | | |
| | Class A | Class B | Class C | Class A | Class B | Class C | Class A | Class B | Class C |
| DECK DEPARTMENT | | | | | | | | | |
| Atlantic Coast | 5 | 0 | 0 | 2 | 0 | 0 | 45 | 2 | 0 |
| Gulf Coast | 7 | 2 | 15 | 2 | 2 | 4 | 9 | 3 | 23 |
| Lakes & Inland Waters | 22 | 0 | 0 | 7 | 0 | 0 | 41 | 0 | 0 |
| West Coast | 0 | 0 | 19 | 50 | 0 | 25 | 4 | 1 | 43 |
| Totals | 34 | 2 | 34 | 61 | 2 | 29 | 99 | 6 | 66 |
| ENGINE DEPARTMENT | | | | | | | | | |
| Atlantic Coast | 2 | 0 | 0 | 1 | 0 | 0 | 4 | 1 | 0 |
| Gulf Coast | 4 | 3 | 2 | 0 | 0 | 0 | 4 | 2 | 5 |
| Lakes & Inland Waters | 19 | 0 | 0 | 4 | 0 | 0 | 27 | 0 | 0 |
| West Coast | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 25 | 3 | 2 | 5 | 0 | 0 | 35 | 3 | 5 |
| STEWARD DEPARTMENT | | | | | | | | | |
| Atlantic Coast | 2 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 |
| Gulf Coast | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 2 | 7 |
| Lakes & Inland Waters | 4 | 0 | 0 | 3 | 0 | 0 | 9 | 0 | 0 |
| West Coast | 0 | 1 | 2 | 2 | 0 | 1 | 1 | 1 | 6 |
| Totals | 6 | 2 | 4 | 6 | 0 | 3 | 13 | 3 | 13 |
| Totals All Departments | 65 | 7 | 40 | 72 | 2 | 32 | 147 | 12 | 84 |

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

** "Registered on the Beach" means the total number of men registered at the port at the end of last month.

Corrections

Northern Lights Sailed as Puerto Rico Before Heading to West Coast

On page 28 of the July 1993 issue, the *Seafarers LOG* published a story on the *Northern Lights*, a roll-on/roll-off vessel operated by Interocean Management for Totem Ocean Trailer Express (TOTE). The *Northern Lights* was beginning operations on a West Coast-run between Tacoma, Wash. and Anchorage, Alaska.

In writing the history of the *Northern Lights*, the *LOG* mistakenly used information on the *Northern Light*, a Ready Reserve Force (RRF) dry cargo freighter operated by American President Lines.

The *Northern Lights*, the vessel featured in the story, is the former *Puerto Rico*. It was delivered in January 1975 to Transamerican Trailer Transport. When Puerto Rico Marine Management, Inc. (PRMMI) was formed later that year, it acquired the vessel in December 1975.

As a PRMMI ship, it was crewed by Seafarers. The RO/RO sailed in the Puerto Rico trade and made an occasional charter voyage to the Middle East. At the end of 1988, the vessel was laid up when PRMMI replaced its RO/ROs with containerships.

In July 1991, TOTE purchased the leasing company that owned the *Puerto*

Rico. The ship was overhauled, lengthened to 744 feet and renamed the *Northern Lights* before it sailed to the West Coast.

The other vessel, the *Northern Light*, is a C-3 freighter that was built in 1961. As part of the RRF fleet, it sailed during the Persian Gulf conflict.

The *Seafarers LOG* thanks James R. Shinnars, vice president for vessel operations at PRMMI, for providing the history of the *Puerto Rico*. We apologize for any confusion the story may have created.



The *Northern Lights* sails between Tacoma, Wash. and Anchorage, Alaska. The RO/RO vessel is the former *Puerto Rico*.

Mistaken Identity



A photograph on page 10 of the July 1993 *Seafarers LOG* incorrectly identified two members aboard the *LNG Aries* as Chief Cook Udjang Nurdjaja and Wiper Victor Serrano, who are the members in the photo above. The correct identity of the Seafarers (in photo below) whose picture ran in the *LOG* last month is AB Bert Gillis and QMED Steven Hoskins. We apologize for the error.



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

Each month in the Seafarers LOG, the names and brief biographies of SIU members who recently have become pensioners appear. These men and women have served the maritime industry well, and the SIU and all their union brothers and sisters wish them happiness and health in the days ahead.

The Seafarers Pension Plan this month announces the retirements of 18 members. Twelve of those signing off sailed in the deep sea division, while three sailed in the inland division, two in the Great Lakes division and one in the railroad marine division.

Three of the retirees were born in Pennsylvania, while two each were born in Alabama and New Jersey. Texas, Michigan, Massachusetts, Louisiana, Maryland, Georgia, Spain, Arabia, the Philippines, Costa Rica and Honduras account for one retiree apiece.

Ten of the eighteen signing off served in the U.S. armed forces: six served in the Navy, three in the Army and one in the Marine Corps.

Nick Alexander had been an active Seafarer longer than any of the other new pensioners. He joined the union in 1947 in the port of Galveston, Texas.

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

DEEP SEA

NICK ALEXANDER, 65, joined the Seafarers in 1947 in the port of Galveston, Texas. A Texas native, he sailed in the deck department. Brother Alexander served in the U.S. Army from 1946 to 1947. He retired to Texas City.



CARLOS COELLO, 65, joined the union in 1969 in the port of New York. Born in Honduras, he sailed as a QMED. Brother Coello upgraded at the Lundeberg School in 1986. He resides in Metairie, La.

WARREN LIESEGANG, 65, joined the Seafarers in 1967 in the port of Jacksonville, Fla. Born in New Jersey, he sailed as a QMED. Brother Liesegang upgraded frequently at Piney Point. He served in the U.S. Navy from 1950 to 1955. Brother Liesegang retired to Ft. Pierce, Fla.



OLMAN MORALES, 78, joined the union in 1955 in the port of Baltimore. A native of Costa Rica, he

sailed in the engine department. Brother Morales upgraded at

the Lundeberg School in 1975. He lives in San Francisco.

COY HENDRICKS, 70, joined the SIU in 1950 in the port of Jacksonville, Fla. A Georgia native, he sailed as a chief cook. Brother Hendricks served in the U.S. Navy from 1942 to 1945. He resides in Pinehurst, Texas.

INLAND

JOHN QUINTER, 57, joined the SIU in 1969 in the port of Baltimore. A native of Reading, Pa., he sailed as a QMED. Brother Quinter retired to Jackson, Fla.



GLEN TENLEY, 65, joined the Seafarers in 1953 in the port of New York. A Pennsylvania native, he sailed in the deck department. He upgraded at Piney Point in 1982. Brother Tenley served in the U.S. Navy from 1948 to 1952. He resides in Perkasio, Pa.

HENRY GROMEK, 66, joined the union in 1950 in the port of New York. Born in Baltimore, he sailed in the steward department. Brother Gromek still calls Baltimore home.



JAMES SIVLEY, 64, joined the SIU in 1968 in the port of Seattle. A Decatur, Ala. native, he sailed as a chief cook. Brother Sivley served in the U.S. Army from 1943 to 1968. He retired to Demings, N.M.

ALFRED ROY, 65, joined the union in 1967 in the port of Houston. Born in St. Martinville, La., he sailed as a QMED. He upgraded at Piney Point in 1974. Brother Roy served in the U.S. Army from 1953 to 1955. He still calls St. Martinville home.



GUILLERMO DOMINGUEZ, 68, joined the Seafarers

in 1973 in the port of Yokohama, Japan. A native of Cavite, Philippines, he sailed as a chief cook. Brother Dominguez served in the U.S. Navy from 1945 to 1965. He still calls Cavite home.



LIONEL SHAW, 59, joined the SIU in 1970 in the port of San Francisco. A Massachusetts

native, he sailed in the deck department. Brother Shaw upgraded at the Lundeberg School in 1978. He served in the U.S. Army from 1951 to 1957. Brother Shaw resides in Shirley, Mass.

GREAT LAKES

GEORGE HERBISON, 65, joined the Seafarers in 1965 in the port of New York. A New Jersey native, he sailed in the deck department. Boatman Herbison lives in Guttenberg, N.J.

RAILROAD MARINE

ORRIE ODOM, 62, joined the union in 1956 in the port of Mobile, Ala. An Alabama native, he sailed as a captain. Boatman Odom served in the U.S. Army from 1950 to 1952. He retired to Atmore, Ala.



GEORGE LeMAIRE, 55, joined the SIU in 1956 in the port of Baltimore. Born in Pennsylvania, he sailed in the deck department. Boatman LeMaire served in the U.S. Marine Corps in 1954. He retired to Edgewood, Md.



MANEH AHMED, 64, joined the union in 1960 in the port of Detroit. Born in Arabia, he sailed as a porter in the steward department. Brother Ahmed resides in Dearborn, Mich.

RAILROAD MARINE

RAYMOND KLINE, 65, joined the Seafarers in 1959 in the port of Alpena, Mich. A native of Roger City, Mich., he sailed as a watchman. Brother Kline calls Alpena home.



JOSE CARBALLO, 62, joined the SIU in 1960 in the port of New York. A native of Spain, he sailed in the deck department. Brother Carballo retired to Woodside, N.Y.

The Holiday Season Is Just Around the Corner

One feature in the Seafarers LOG that has been extremely well received over the past two years is the inclusion of holiday greetings in the December issue. Active and retired Seafarers—as well as their family members—are invited to send their greetings to friends, shipmates and loved ones through the pages of the LOG.

The procedure is simple. In 25 words or less (and in your neatest PRINTING possible), write the message in the space provided below. All (legible) greetings that are written in the holiday spirit will be included in the December 1993 issue of the Seafarers LOG, if they are received in time.

The deadline for receipt of the holiday messages is Friday, November 12, 1993. Send them by mail to the Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746.

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

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



Holiday Message

(PLEASE PRINT OR TYPE)

To: _____

From: _____

Message: _____

Check the block which describes your status with the SIU:

- Active Seafarer Family Member of Active Seafarer
 Retired Seafarer Family Member of Retired Seafarer

Send your greeting to the Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746. The greeting should be received at the LOG office by Friday, November 12, 1993.

Chile Is Next Stop in Seafarer's Quest for Knowledge



James Gavelek, pictured here at the Lundeberg School in 1989, will teach in Chile later this year as a Peace Corps volunteer.

Seeing the world is not unique for Seafarers. It comes with the job for members of the deep sea division. However, one deck department member has used his pursuit of knowledge as a ticket to see and learn more about the people, conditions and geography of Planet Earth.

James Gavelek, a 1975 graduate of the Seafarers Harry Lundeberg School of Seamanship trainee class 187, is preparing to spend the next two years in Chile as a member of the Peace Corps. After attending an intensive three-month program to learn the language and culture of the South American nation, Gavelek expects to be placed at the University of Bio's school of administration in Concepción to design a graduate-level public administration program which will train urban planners and city managers.

"The Peace Corps has told us not to go to Chile just to lecture and teach others," Gavelek told a reporter for the *Seafarers LOG*. "They told us to be ready to learn. I am looking forward to it."

The 39-year-old will be among 28 other Americans comprising the first Peace Corps team in Chile in more than 10 years. The group is composed of environmentalists, small business operators and urban planners. All of them will be living with families so they can "learn better and quicker" about the culture

they are experiencing.

Gavelek was able to explore his quest for information about urban planning after winning a two-year Seafarers scholarship in 1982. The funds allowed him to gain a bachelor's degree in urban studies from Cleveland State University in 1984. (He had received one of the first associate of arts degrees in nautical science from Charles County Community College in Maryland in 1981.)

Studied Pollution

The Cleveland native continued sailing as he worked on a master's degree in urban studies. In 1989 he received a scholarship from the North Atlantic Treaty Organization (NATO) to study the effects of petroleum pollution on the oceans. As part of his research into the topic, Gavelek was one of the first Seafarers to graduate from the Lundeberg School's oil spill prevention and containment course.

The following year, Gavelek presented his pollution paper in Brest, France and received his master's degree from Cleveland State. After sailing for a couple of months, he headed to Sri Lanka to start work on his doctorate. He was not able to complete it because of the civil war that was taking place in the island nation southeast of India.

From Sri Lanka, Gavelek worked and studied in Hong Kong, Singapore and Malaysia.

While in Singapore, he held a job to provision ships in the harbor.

"I noticed the foreign ships had three different galleys when we'd take stores aboard," Gavelek recalled. "The officers had the nicest; they would eat lobster. Then there's the one for the unlicensed; they would eat shrimp. Finally there would be the one for the non-white crewmembers; they would eat a low grade of fish."

"Singapore has approximately 500 ship movements a day, so I got to see everything from U.S. and European supertankers to old and deplorable tramp freighters. The jobs mariners do are the same; it's the conditions that differ."

Gavelek also taught 13-year-olds during his 10 months in Singapore. "I was teaching general science to gifted students," he said. "I couldn't get them enough materials."

Upon returning to the United States earlier this year, Gavelek applied to the Peace Corps, as one of many applications he filed to continue learning more about people and conditions in the world among his "more than 1,000 requests for scholarships and jobs overseas and in this country." Within six weeks, his application was accepted and he was making his plans to leave. "The last time I took any Spanish was 25 years ago when I was in secondary school. I know I'll have to work on it."

New Book Traces Life of 'Emancipator of American Seamen'

When Arnold Berwick was 14 years old, his father was in a San Francisco hospital. Despite the fact that he was recovering from an accident, he told his son to take a look at the patient across the hall because he is "a good Norwegian ... name is Andrew Furuseth."

Thus began the fascination Berwick has maintained for the man who was the founder of the Sailors' Union of the Pacific and who almost singlehandedly pressed for passage of the Merchant Marine Act of 1915 which provided basic civil rights for American mariners. This interest reached its culmination when Berwick's biography of Furuseth (*The Abraham Lincoln of the Sea*) was published earlier this year.

The fast-reading book describes the San Francisco waterfront when Furuseth began

his efforts to help his fellow mariners in the late 1800s, his work on behalf of merchant mariners through legislation and organized labor and his friendship with Senator Robert LaFollette that finally secured passage of the Merchant Marine Act of 1915.

Lifelong Fascination

"In San Francisco at the Norwegian Club, there hangs a picture of Andrew Furuseth, but no one really could tell me anything other than he was a sailor and had something to do with unions," said Berwick, who recently visited the Paul Hall Center for Maritime Training and Education in Piney Point, Md. to do research on a book about Furuseth's successor at the SUP, Harry Lundeberg. "I decided if my father said I should see Furuseth, and the



Author Arnold Berwick pores through copies of the *Seafarers LOG* from the 1950s for information about Harry Lundeberg.

the true discoveries came when the daughter of a fellow Norwegian who had lived at the San Francisco Norwegian Club presented him with a photograph of the young maritime labor leader.

Rare Photo Found

No one knew the photo even existed because Furuseth was famous for not wanting to sit for a portrait until a merchant mariner's bill had passed Congress and was signed by the president, Berwick said. It is believed the photo was taken in the 1890s when he first traveled to Washington, D.C. to lobby for

mariners.

"I came to admire Furuseth so much that I wanted others to know him," the author noted. "He devoted his whole life to helping others. Men like this should not be forgotten."

For those who would like to assist Berwick in the research of his book on Lundeberg or those who have information about Furuseth, the author may be contacted through his publisher at Odin Press, 511 Summit Drive, Santa Cruz, CA 95060. Also, copies of the Furuseth book are available through Odin Press for \$19.95 (plus \$2.50 for postage and handling).

Brothers Reunited aboard Sea-Land Atlantic



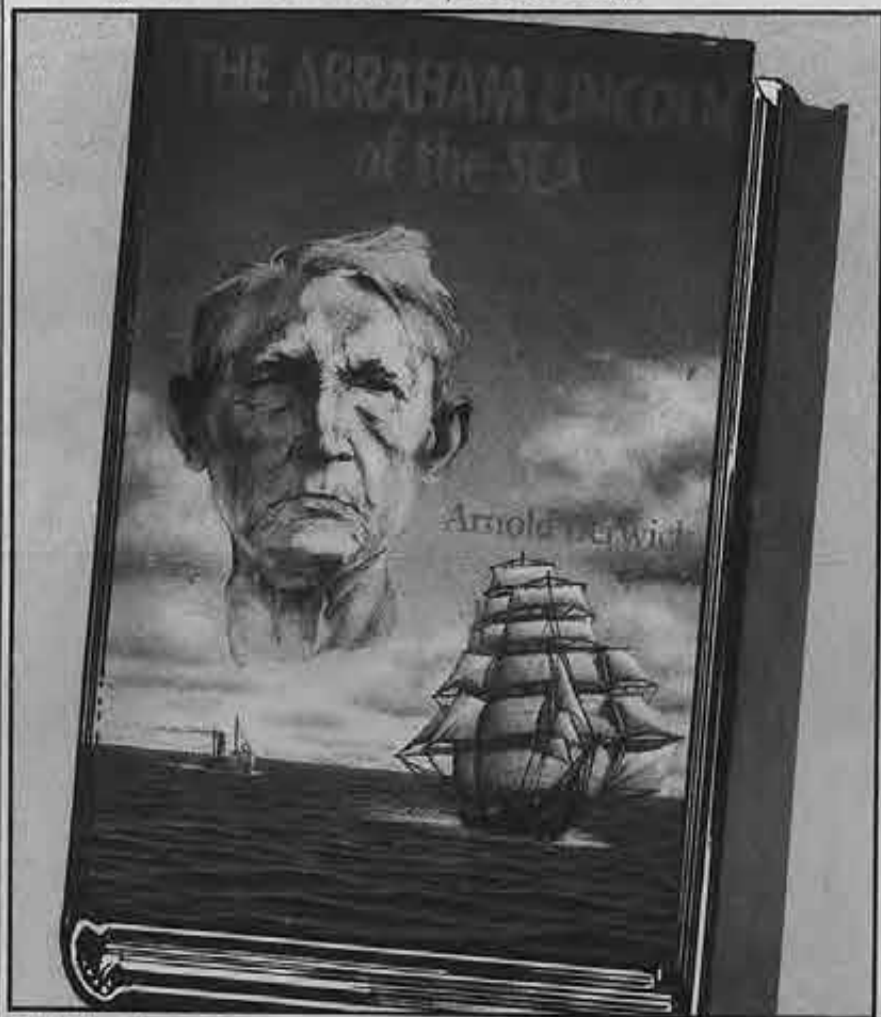
Seafarer and Chief Cook Edward Rustandi (left) hosted a special guest in the galley of the *Sea-Land Atlantic*, his brother Hanafi Rustandi—the secretary of the Indonesian Seafarers Union. Hanafi Rustandi was visiting South Florida when he discovered his brother's vessel would be docking at Port Everglades during his stay. The surprise meeting was the first time in two years that the brothers had seen each other.

club thought enough about him to hang his picture, then someone ought to publish his life history."

What started out as a magazine article grew into a book, Berwick noted. "The more I could find out about him, the more I wanted to know. Unfortunately, Andrew Furuseth had no family and was a very private man."

After beginning his research in the libraries and old newspapers of the San Francisco area, Berwick made contact with several retired mariners who remembered seeing and working with Furuseth before he died in 1938. Berwick also was able to take advantage of materials collected by Karl Kortum of the San Francisco Maritime National Historical Park. He spent approximately three years working on the book.

Although Berwick never sailed (he was a lawyer and contractor before retiring), his Norwegian heritage came into play as he researched Furuseth. One of



Published in 1993, this biography traces the life of Andrew Furuseth who devoted his life to securing freedom and justice for all seamen.

Digest of Ships Meetings

The Seafarers LOG attempts to print as many digests of the minutes of union shipboard meetings 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.

1ST LT. JACK LUMMUS

(Amsea), January 24—Chairman S. Melendez, Secretary L. Oram, Educational Director S. Anderson, Deck Delegate P. Grady, Engine Delegate P. Happel, Steward Delegate E. Lore. Chairman discussed benefits available at Piney Point and encouraged members to stick together and take advantage of opportunities. Treasurer reported \$100 in ship's fund. Chairman reported new Lundeborg School course guide posted. Crew asked contracts department to telex ship with information regarding restriction and danger pay for crew while in Somalia. Crew thanked Seafarers LOG for added efforts in getting papers to Somalia and reminded everyone that Lummus was first SIU ship in Somalia.

SGT. WILLIAM R. BUTTON

(Amsea), January 14—Chairman S. Berschger, Secretary K. White, Educational Director M. Cruz, Engine Delegate T. Christensen, Steward Delegate L. Teague. Educational director discussed necessity for upgrading and job security. Treasurer reported \$250 in ship's fund. Crew asked contracts department to look into registration and discharge regulations for crewmembers on vessels. Next port: Saipan.

AMERICAN KESTREL (Osprey Shipping), February 15—Chairman Carl Ricker, Secretary Clarence Clanton, Steward Delegate Brenda Cheatham. Secretary read previous minutes. Steward delegate requested new agreement include job descriptions. Crew reminded special shipboard meal will be prepared on March 19.

GLOBAL MARINER (Transoceanic Cable), February 22—Chairman Nikolaus Keydel, Secretary B. Gross, Educational Director B. Stearnman, Deck Delegate Paul Latorre, Engine Delegate Richard Tankersley. Chairman announced payoff and reported union representative will be present. Educational director reminded members to upgrade at Piney Point. Steward delegate reported beef. No beefs or disputed OT reported by deck or engine delegates. Crew reported Seafarers LOGs received in Hawaii. Chairman reminded crew to keep hatches closed during night hours, otherwise men on bridge watch can't see. Next port: Baltimore.

LNG CAPRICORN (ETC)

February 21—Chairman Aubrey Waters, Secretary J.L. Gibbons, Educational Director D. Busby, Deck Delegate D. Adams, Engine Delegate Thomas Harris, Steward Delegate G. Taylor. Chairman complimented crew on being first class without complaints or angry words. He told crewmembers it is gratifying to see lounge clean and orderly and food prepared by hands of experience. He stated his pleasure in seeing people enjoy friendship and food. Treasurer reported \$445 in ship's fund and crew voted to buy microwave. No beefs or disputed OT reported. Crew asked contracts department to look into increasing monthly retirement allotment. Crew discussed using United Airlines instead of JAL and stated most members do not know there is choice besides JAL. Crew thanked steward department for job well done. Next port: Sakai, Japan.

MAYAGUEZ (Puerto Rico Marine), February 17—Chairman Al Caulder,

Secretary R.K. Ward, Educational Director E. A. Richman, Deck Delegate Joseph Allum, Engine Delegate Charles DiGristine, Steward Delegate Stanley Krystosiak. Chairman read letter from Puerto Rico Marine about serving extra meals in port and reported crew needs new washing machine. Secretary announced payoff and reminded crew not to mix plastics with garbage. Educational director reminded members to upgrade skills at Lundeborg School. No beefs or disputed OT reported. Crew reported new Seafarers LOGs received and all crewmembers enjoy reading them. Crew asked contracts department to look into extended hospitalization or emergency ship leave. Crew requested new TV and VCR for crew lounge and reported tiles in crew living quarters, mess hall and lounge need repair. Crew gave vote of thanks to galley gang for job well done.

SAM HOUSTON (Waterman Steamship Co.), February 28—Chairman Carlos Canales, Secretary Ernie Hoitt, Deck Delegate Bennie Spencer, Engine Delegate William Smith, Steward Delegate Nelson Corey Jones. Secretary reported all union forms including vacation forms have been received. He reminded members to donate to SPAD. Educational director encouraged members to go to Piney Point to upgrade skills and earning power. No beefs or disputed OT. Crewmembers reported Seafarers LOG questionnaire received and will be sent from Suez Canal. Crew asked contracts department to look into changing current retirement plan to retirement at any age with 20 years sea time instead of 55 years old with 20 years sea time. Crew noted plan should be fitted to amount of sea time. Crew reported box springs ordered but not yet received. Crew thanked steward department for job well done. Next port: Alexandria, Egypt.

AMERICAN CORMORANT (Pacific Gulf Marine), March 22—Chairman C. Simmons, Secretary Darryl Goggins, Educational Director Lamar Parker, Deck Delegate Charles Klim, Steward Delegate Robert Wright. Educational director urged members to seek training at Lundeborg School and reported on new books in ship's library. Crew asked contracts department to contact company regarding crew wages. Crew gave vote of thanks to galley gang for fine job by Steward/Baker Goggins, Chief Cook Wright and SA Bertrand Macary. Next port: Southampton, England.

ITB MOBILE (Sheridan Transportation), March 28—Chairman Fred Jensen, Secretary Pedro Sellan, Educational Director J. Quinten, Deck Delegate John Rawley, Engine Delegate Jeffrey Roddy, Steward Delegate Theodore Quammie. Chairman asked contracts department to give careful review to new ITB contract concerning food budget. Secretary reported smooth sailing. Educational director stated "Education Pays!" and encouraged members to keep upgrading at Lundeborg School. No beefs or disputed OT reported. Crew gave special vote of thanks to galley gang for well performed job. Next port: Stapleton, N.Y.

LNG AQUARIUS (ETC), March 5—Chairman Thomas "Sam" Brooks, Secretary Thomas Wybo, Engine Delegate Bruce Zenon, Steward

Delegate Rafael Cardenas. Chairman acknowledged letter from contracts department regarding negotiations. He reported vessel in good order upon boarding. Secretary thanked deck and engine department for taking care of needs of steward department. Educational director urged members to attend Paul Hall Center to upgrade skills and reminded crew school is open year round. Treasurer reported \$156 in ship's fund. Disputed OT reported by steward delegate. No beefs or disputed OT reported by deck or engine delegates. Crew reported Seafarers LOGs distributed and put in crew lounge. Chairman and crew gave special vote of thanks for job well done on Seafarers LOGs and to keep up great work because crew is depending on it. Crew gave unanimous vote of thanks to steward department for variety of good stores and cleanliness. Chairman reminded crew to keep noise down in passageways. Next port: Nagoya, Japan.

LONG LINES (Transoceanic Cable), March 17—Chairman Perfecto Amper, Secretary M. Bonsignore, Educational Director M. Las Duce, Deck Delegate Franklin Gonsalves, Steward Delegates P. Parisi. Treasurer reported \$500 in ship's fund. Chairman reported daily bus shuttle to and from downtown Seattle. Crew requested steak knives, soup spoons, variety of breakfast juices, ice cream and fresh fruit.

MAYAGUEZ (Puerto Rico Marine), March 31—Chairman Al Caulder, Secretary R.K. Ward, Educational Director E.A. Richman, Deck Delegate J. Allum, Engine Delegate C. DiGristin, Steward Delegate S. Krystosiak. Chairman reported crew needs new dishwasher. Secretary reported Seafarers LOGs received. Educational director urged all union brothers and sisters to upgrade at Lundeborg School and be ready for challenges of maritime industry. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Crew requested new dryer, VCR and toaster as well as floor tiles be repaired. Next port: Jacksonville, Fla.

OMI CHAMPION (OMI Corp.), March 14—Chairman J.R. Colanelo, Secretary C.C. Hollings III, Educational Director J. Bonelli, Deck Delegate Errick Nobles, Engine Delegate Junius Williams Jr., Steward Delegate Daniel Crawford. Educational director announced Lundeborg School upgrading applications available. No beefs or disputed OT reported. Crew requested new washing machine, ice machine, TV and remote control. Crew thanked steward department for job well done. Next port: Pascagoula, Miss.

OMI DYNACHEM (OMI Corp.), March 22—Chairman Larry Kunc, Secretary Steven Wagner, Educational Director Randy Snay, Deck Delegate Billy Hill, Engine Delegate Richard Rodgers, Steward Delegate P.R. Mena. Chairman announced ship scheduled for Jacksonville, Fla., Houston, then Mobile, Ala. He reported captain has not received word from office if and when crew will be laid off. Educational director encouraged members to upgrade at Piney Point. No beefs or disputed OT reported. Crew asked contracts department to look into giving steward department one hour weekly for cleaning rooms and provide extra OT for department when extra workers are carried on ship. Next port: Jacksonville.

OMI STAR (OMI Corp.), March 7—Chairman R. Allen, Secretary G. Kenny, Educational Director M. Smith, Deck Delegate Larry McCants, Engine Delegate Walter Sargent, Steward Delegate Bertrand Wright. Chairman announced ship out of shipyard with Mobile, Ala. crewup. He announced payoff and reported speaking to captain about replacing washer. Secretary thanked crew for cooperation in helping maintain mess hall and lounge. Education-

al director advised crew to keep safety in mind and reminded all to wear masks while working tanks and wear respirators while on deck for extended time. Deck delegate reported disputed OT to be discussed with patrolman at payoff. Steward delegate reported disputed OT and discussed questions regarding portion control of food products. No beefs or disputed OT reported by engine delegate. Crew discussed Seafarers LOG questionnaire on how to improve delivery of papers to crewmembers. Crew asked contracts department to look into improving reimbursement for transportation. Crew reported dryers and TV need repair. Crew requested sofa for lounge and gave big vote of thanks to steward department for job well done.

OVERSEAS JOYCE (Maritime Overseas), March 21—Chairman R. Bradford, Secretary P. Alvarez. Chairman announced payoff. Secretary reminded members to donate to SPAD. Educational director advised members to upgrade at Piney Point. No beefs or disputed OT. Seafarers LOGs distributed to crewmembers. Crew asked contracts

Pontiffet, Steward Delegate Francisco Rosich. Chairman reported weekly meetings to continue at sea. He stressed upgrading at Piney Point and importance of SPAD. Chairman provided members with list of all SIU ships and voiced hope for new administration to keep Sea-Land and APL from going foreign flag. He stressed importance of writing congressmen about saving maritime industry. No beefs or disputed OT reported. Crew discussed importance of reading president's report in Seafarers LOG. Crew also asked contracts department to look into improved medical and dental programs for members and dependents. Crew requested new VCR.

SEA-LAND CRUSADER (Sea-Land Service), March 30—Chairman Angel Hernandez, Secretary N. Andrews, Educational Director Oswald Bermeo, Deck Delegate Ben Berberena, Engine Delegate Edgar Young, Steward Delegate Rudolf Xatruck. Engine delegate reported beef. No beefs or disputed OT reported by deck or steward delegates. Crew asked contracts department to look into providing AB

A Job Well Done



The steward department aboard the PFC Eugene A. Obregon has been recognized by the ship's crew as "one of the best" and deserving of special recognition. From the left are SAs Jason Pechette and Bryan Ellis, ACU James Collins, Chief Cook Mariano Martinez and Steward/Baker Patrick Helton. Pechette and Ellis are fresh out of Piney Point and "are doing great work," according to QMED Bud Tuttle, who sent this photo to the LOG.

department to look into shipboard promotions for unlicensed crewmembers. Crew gave special thanks to galley gang for very clean ship and good food served during long trip. Next port: Jacksonville, Fla.

SAMUEL L. COBB (Ocean Shipholding), March 14—Chairman H.G. Bentz, Secretary Anthony Rivera, Educational Director Rusty Kindred, Deck Delegate Paul Marra, Engine Delegate Rodney Pontiffet, Steward Delegate Francisco Rosich. Chairman reported weekly union meetings to be held according to union contract. He stressed importance of upgrading at Paul Hall Center to better self. Chairman stated members of Samuel Cobb welcome Chief Steward Rivera and Chief Cook Rosich. Chairman stressed unity and encouraged members to read Seafarers LOG especially president's report. He urged members to donate to SPAD and to get involved in political process for maritime industry. He encouraged members always to be available to do SIU picket duty with pride. Secretary also stressed upgrading opportunities available at Lundeborg School. No beefs or disputed OT reported. Crew asked contracts department to look into putting radios in mess hall. Crew requested bracket holding ice scoop by ice machine to keep dirty hands from contaminating clean ice. Crew reported VCR needs cleaning or replacement.

SAMUEL L. COBB (Ocean Shipholding), March 21—Chairman H.G. Bentz, Secretary Anthony Rivera, Educational Director Rusty Kindred, Deck Delegate Paul Marra, Engine Delegate Rodney

on bridge watch with chair. Entire crew and captain gave vote of thanks to galley gang for job well done. Next port: San Juan.

SEA-LAND SPIRIT (Sea-Land Service), March 14—Chairman Christopher Lopiccolo, Secretary H. Curry. Chairman gave special thanks to galley gang members Chief Cook Naji Muthala, GSU Amin Mohamed, and Chief Steward Curry. Educational director urged all members to go to Paul Hall Center to advance in industry. Treasurer reported \$20 in ship's fund. Engine delegate reported beef. No beefs or disputed OT reported by deck or steward delegate. Crew asked contracts department to look into improved dental and optical plan. Chairman announced movies paid with ship's fund should be available to watch before trip is over. Crew gave vote of thanks to steward department for job well done.

SEA-LAND VOYAGER (Sea-Land Service), March 21—Chairman Ernest Guhon, Secretary Scott Opsahl, Educational Director William Hatchel, Deck Delegate Mike Sorensen, Engine Delegate Richard Surrick, Steward Delegate Jose Maglalang. Chairman reported smooth sailing. Secretary reminded crew to upgrade at Piney Point and read Seafarers LOG completely. Chairman reported reminder received from Seattle hall to monitor temperatures and noise while in drydock. Chairman reported crew mess hall, pantry and lounge will be locked and only crew will have keys while vessel is in port. Next port: Tacoma, Wash.

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SENATOR (Crowley American Transport), March 28—Chairman D. Wagner, Secretary R. Seim, Educational Director W. C. Cameron. Secretary gave special thanks to Lundeberg School staff for outstanding development of new culinary addition which allows unlimited possibilities to all steward department upgraders. Educational director encouraged members to continue support of SPAD and reminded members to take full advantage of upgrading courses offered at Piney Point. No beefs or disputed OT reported. Chairman discussed deck operations regarding cargo and ballast. Next port: Port Everglades, Fla.

STONEWALL JACKSON (Waterman Steamship), March 28—Chairman Eugene Grantham, Secretary A. Robinson, Educational Director F.C. Quebedeaux, Deck Delegate Robert Christensen. Chairman thanked deck department for job well done unloading cargo. Secretary reported good trip and requested better quality stores aboard vessel. Educational director reminded members to upgrade skills at Lundeberg School as soon as possible. Treasurer reported \$675 in movie fund. Disputed OT reported by engine department. No beefs or disputed OT reported by deck or steward delegates. Crew asked contracts department to look into amending shipping rules regarding time at sea. Crew gave vote of thanks to chief steward and galley gang for captain's 50 years at sea dinner party and job very well done. Next port: Newport News, Va.

USNS CAPELLA (Bay Ship Management), March 28—Chairman Mike Shappo, Secretary Sergio Castellanos. Chairman reported movie library 30 tapes short and announced captain performing sanitary inspection on rooms before docking in USA. Secretary urged members to upgrade at Paul Hall Center. No beefs or disputed OT reported. Steward delegate reminded crew to return plates, glasses, etc., to galley. Crew asked contracts department for clarification on eligibility of vacation time and medical benefits. Crew reported VCR in lounge needs repair.

ULTRAMAX (Sealift, Inc.), March 21—Chairman Hannibal Plata, Secretary L. Perales, Educational Director Ron Herian, Deck Delegate A. Martinez, Engine Delegate Claudio Mazzara, Steward Delegate Fred Lindsey. Chairman reported complete satisfaction with all crewmembers. He stated it was pleasure working with such competent men who endured hard work and conditions to finish more work than seemed possible. Secretary complimented great crew. Educational director suggested crewmembers upgrade skills at Lundeberg School, stating there is always room for improvement. Treasurer reported \$60 in

ship's fund. Beefs reported by deck, engine and steward delegates. No disputed OT reported. Crew reported *Seafarers LOGs* received in Israel. Crew noted poor quality of stores made available to vessel.

AMERICAN FALCON (Crowley American Transport), April 4—Chairman Mike McCardie, Secretary Paul Zilkow, Educational Director James Clement, Deck Delegate Cecil Gentry, Steward Delegate McKinley Jones Jr. Chairman reported new furniture for crew lounge and new curtains for all quarters and lounge needed. Secretary reminded crewmembers to upgrade at Piney Point. Crew reported small dryer, microwave and juice machine broken. Crew requested large barbecue and permanent antenna from company. Crew thanked steward department for excellent job, engine department for great job keeping ship running in bad weather and deck department for excellent job keeping ship tidy. Next port: Morehead City, N.C.

AMERICAN KESTREL (Osprey Shipping), April 27—Chairman John Higdon, Secretary C. Clanton, Engine Delegate Allen Lejeune, Steward Delegate Brenda Cheatham. Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegates. Chairman announced Maritime Day party on May 22 at Seaman's Club. Next port: Diego Garcia.

COURIER (Vulcan Carriers), April 4—Chairman S. Yaras, Secretary Francis DiCarlo Jr. Chairman reported no spare parts for deck department. No beefs or disputed OT reported. Crew asked contracts department to look into improved medical coverage for spouses and children. Crew requested microwave. Next port: Odessa, Ukraine.

GOLDEN MONARCH (Apex Marine), April 11—Chairman Paul Luckey, Secretary R. Spencer. Chairman reported problems with company draws. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew discussed overtime provisions in contract. Crew asked contracts department to look into increase in manning. Crew reported cat was picked up off dock in Egypt. Crew gave vote of thanks to steward department for job well done.

LIBERTY SUN (Liberty Maritime), April 11—Chairman H. Berggren, Secretary C. Hazzard, Educational Director Darren Walker, Deck Delegate Carey Heinz, Steward Delegate Gary Truvia. Chairman announced payoff upon arrival in port and reminded crew to clean rooms. He encouraged members to upgrade at Piney Point. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew reported *Seafarers LOGs* received. Next port: New Orleans.

LNG AQUARIUS (ETC), April 3—Chairman Tom Brooks, Secretary Thomas Wybo, Deck Delegate Woodrow Shelton, Engine Delegate Bruce Zenon, Steward Delegate Rafael Cardenas. Chairman thanked crew for keeping noise down and announced he is available 24 hours a day. He advised crew to discuss problems with department head. He announced new *Seafarers LOGs* arrived in Japan. Secretary reminded crew to separate plastics. Educational director urged members to upgrade at Paul Hall Center and reminded crew to fill out application in *LOG*. Treasurer reported \$250 in ship's fund and crew voted to use some money for charcoal. No beefs or disputed OT reported. Chairman announced president's report in *LOG* posted for all to review. Crew asked contracts department to find out if members can apply for vacation while on last voyage so check would be ready upon return. Steward delegate requested ordering name brand items for ship. Crew requested all warnings, precautions and first aid directions on stores be translated and

posted in English. Crew welcomed Wiper George Gill aboard from Piney Point. Chairman discussed safety conditions and crew requested larger-sized gloves and rain gear for slop chest. Crew asked contracts department to send vacation, medical and crew list forms.

LNG LEO (ETC), April 1—Chairman John Davis, Secretary M. Rugiero, Educational Director John Smith, Deck Delegate Francis Smith, Engine Delegate Timothy Van Pelt, Steward Delegate Amy Rippe. Chairman discussed importance of SIU American-flag ships and keeping local politicians aware of maritime problems. He also discussed upcoming contract negotiations. Educational director reminded members to check dates of upgrading classes at Piney Point in *Seafarers LOG*. Treasurer reported \$1,556.40 in ship's fund and \$30 in SIU fund. No beefs or disputed OT reported. Crew reported *Seafarers LOGs* received. Crew asked contracts department to look into having patrolman meet ship to collect dues quarterly. Next port: Nagoya, Japan.

NEWARK BAY (Sea-Land Service), April 25—Chairman J.D. Foster, Secretary J. Jordan, Educational Director Richard Johnson, Deck Delegate Joe Caruso, Engine Delegate Philip Pardovich, Steward Delegate Willie Grant. Chairman announced payoff in Elizabeth, N.J. and thanked "gang" for job well done and good trip. Secretary thanked crew for cooperation in keeping ship clean and gave special thanks to steward department for good job. Educational director reminded members of importance of upgrading at Lundeberg School. No beefs or disputed OT reported. Crew asked contracts department to look into improved dental benefits plan for members and dependents. Crew requested new furniture and carpet in crew lounge. Crew gave vote of thanks to steward department for job well done. Next port: Boston.

OOCL INSPIRATION (Sea-Land Service), April 18—Chairman Mark Trepp, Secretary Ekow Duffoh, Educational Director Eric Bain, Deck Delegate Donovan Christie, Engine Delegate Harry Kinsman. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew requested new chairs for crew lounge. Crew gave vote of thanks to steward and deck departments for job well done, especially for posting suggestion board to list ideas for new menus. Next port: Charleston, S.C.

SAM HOUSTON (Waterman Steamship), April 20—Chairman Carlos Canales, Secretary Ernie Hoitt, Educational Director E.E. Neathery, Deck Delegate Bennie Spencer, Engine Delegate William Smith, Steward Delegate Nelson Corey Jones. Chairman read minutes from last union meeting and posted letter from Assistant Vice President Tony Sacco regarding retirement plan. Secretary announced all union forms available and reminded crewmembers who need new mattresses report in before Suez Canal so order forms can be sent. He reminded members to donate to SPAD to save jobs through legislative efforts. Educational director encouraged members to visit Piney Point either on vacation or to upgrade skills for increased earning power. Treasurer reported \$400 in ship's movie fund. No beefs or disputed OT reported. Crew discussed vacation requirements. Crew reported door on main deck needs repair. Crew requested all-beef hot dogs, oysters and fried chicken. Next port: Newport News, Va.

SEA-LAND CRUSADER (Sea-Land Service), April 26—Chairman Angel Hernandez, Secretary Nick Andrews, Deck Delegate Ben Berberena, Engine Delegate Edgar Young, Steward Delegate Virgilio Rivera. No beefs or disputed OT reported. Crew asked contracts department to include chairs for watch standers in new contract. Crew

discussed how lounge is for SIU members only and gave steward department and captain vote of thanks for job well done. Next port: San Juan.

SEA-LAND ENDURANCE (Sea-Land Service), April 25—Chairman M. Johnson, Secretary A. Delaney, Educational Director Joseph Holzinger, Engine Delegate Sam Rashid, Steward Delegate C. Gomez. Chairman reported *Seafarers LOGs* received in Yokohama, Japan and urged upgrading at Piney Point. No beefs or disputed OT reported. Crew asked contracts department to look into discontinuing policy of steady jobs and go back to rotary shipping. Crew requested contracts department look into relief trip after 60 days. Crew asked company for two clothes dryers. Crew also noted need for fire watch policy.

SEALIFT ARABIAN SEA (IMC), April 3—Chairman H. Nelson Bailey, Secretary Ivan Salls, Deck Delegate Billy Watson. Chairman asked contracts department to look into getting better supply of stores, paint and brushes. He reminded crewmembers to return plates to galley and keep food out of rooms. He asked members to clean rooms when leaving and remove tape from walls, do not slam or kick doors or talk loudly in passageway. He discussed bills passed by Congress that may open new jobs aboard cruise ships and reported some U.S.-flag ships may soon go foreign. Secretary reported no prior records were found in file cabinet. Educational director reminded members to upgrade skills at Piney Point to stay competitive in job market. Deck delegate reported some disputed OT and beefs. Steward delegate reported beef. No beefs or disputed OT reported by engine delegate. Crew asked contracts department to define meaning of "handling" in regard to butterworth-ing. Crew requested typewriter to type ship's minutes. Crew reported many rooms need shower repairs but engineer is awaiting new parts to perform repairs. Crew reported spotting wreckage of fishing vessel *Carol Ann* on April 4. No one was found aboard. Coast Guard said vessel had been lost at sea. Next port: Jacksonville, Fla.

USNS KANE (Bay Ship Management), April 11—Chairman Chris Brady, Secretary J. Smith, Educational Director J. Jenkins. Chairman reported response from headquarters regarding tour of duty question. Educational director reminded crewmembers to upgrade skills at Piney Point. Treasurer reported \$318 in ship's fund. No beefs or disputed OT reported. Crew reported crew reliefs not being provided by company in timely manner upon completion of tour. Chairman reminded members to report to union hall within prescribed time. Crew reported new mattresses and pillows needed. Next port: Piraeus, Greece.

WESTWARD VENTURE (IOM), April 1—Chairman Michael Kaddery, Secretary R.B. Sanderson, Educational Director Chris Cunningham. Crew reported *Seafarers LOGs* received. No beefs or disputed OT reported. Crewmembers asked contracts department to look into pay increases. Chairman reminded crew to be careful throwing litter or garbage on deck. He spoke with longshoreman about throwing plastic safety vests on deck as they leave. Crew reported new door jams on order. Next port: Tacoma, Wash.

AMBASSADOR (Crowley American Transport), May 16—Chairman Leon Jekot, Secretary M. Yournett, Engine Delegate Thomas Barry, Steward Delegate Robert Kotecki. Chairman announced payoff and reported extra washing machine needed for greasy clothes. Secretary reminded crewmembers to report beefs to patrolman. Educational director reminded members to upgrade skills at Piney Point for future. No beefs or disputed OT reported. Crew gave special goodbye

to Steward Assistant Robert Kotecki who is signing off after 33 years of sailing.

AMERICAN CONDOR (Crowley American Transport), May 28—

Ready for Work



GUDE Scott Pendleton is ready for work aboard the *Franklin Phillips* in Diego Garcia.

Chairman William Dowzicky, Secretary James Allen, Educational Director Timothy Cullen, Deck Delegate Darrell Thomas, Steward Delegate Clifford Elliott. Educational director urged members to upgrade skills at Lundeberg School. Treasurer reported \$80 in ship's fund. No beefs or disputed OT reported.

HUMACAO (Puerto Rico Marine), May 30—Chairman L. Rodrigues, Secretary Jonny Cruz, Educational Director R. Bolin, Deck Delegate Angel Camacho, Steward Delegate Anibal Pena. Chairman reminded crewmembers to continue upgrading and support SPAD for future of maritime industry. Secretary told crew the way to help union and self is to keep informed through reading *Seafarers LOG*. He encouraged members to keep in touch with union representatives for changes in contracts and volunteer help in any way. Educational director urged members always to think about safety and report any unsafe conditions. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegate. Crew asked contracts department to contact company regarding longshoremen in crew mess hall and lounge in San Juan. Crew gave vote of thanks to galley gang for making ship good feeder. Next port: Charleston, S.C.

INGER (Sealift, Inc.), May 16—Chairman T.J. Bush III, Secretary J. Birke, Deck Delegate Willie Chestnutt, Engine Delegate Steven Boleware, Steward Delegate Henry Edwards. Chairman announced inspection by captain upon arrival in port and reported captain thanked entire crew for good trip. No beefs or disputed OT reported. Crew thanked galley gang for job well done. Next port: Houston.

ITB JACKSONVILLE (Sheridan Transportation), May 30—Chairman Jessie Thomas, Secretary R. Hairston, Educational Director S. Perdakis, Engine Delegate Jose Martinez, Steward Delegate B. Santos. Chairman announced payoff in New York. No beefs or disputed OT reported. Crew requested summer coveralls and thanked deck department for job well done and steward department for good meals.

ITB MOBILE (Sheridan Transportation), May 30—Chairman F. Jensen, Secretary Marvin St. George, Educational Director R. Natoli, Steward Delegate T. Quammie. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by

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Working on Deck



Hard at work aboard the *Franklin Phillips* is AB John Russell.

LNG Aquarius Galley Crew Earns Shipmates' High Praise

Steward/Baker Franklin Robertson made sure Seafarers sailing aboard the *LNG Aquarius* were taken care of by the galley gang. In fact, he and his crew did the job so well that Captain John J. Donahue praised the steward department in a recent letter to SIU headquarters.

"Please be informed of the absolutely OUTSTANDING work of Steward/Baker Franklin Robertson, Chief Cook Martin E. Buck and Steward Assistant Mark A. Kotojarvi during the past tour of duty on the *LNG Aquarius*," Donahue wrote. "Our holiday meals have been just stupendous and service excellent. The entire department

(has) pitched in and (has done) a fine job."

Bosun Jimmie Garner noted the efforts of the galley gang were duplicated by the deck and engine department members. "We've got a great group on board," Garner told SIU Representative Sal Aquia who serviced the vessel recently at the port of Himeji, Japan. "Everyone works hard to get the job done."

Like the other Energy Transportation Corp. vessels under contract with the SIU, the *LNG Aquarius* carries liquefied natural gas from refineries in Indonesia to various ports in Japan. The 72,622 deadweight-ton vessel was built in 1977.



Showing the SIU colors aboard the *LNG Aquarius* are QMED Eric Morrison (left) and SA Mark Kotojarvi.



Steward/Baker Franklin Robertson keeps an eye on a cake in the oven.



As Ordinary Seaman Christopher Curtis (left) prepares to go on duty, fellow OS Charles Alfred is ready for some shore time.



Bosun Jimmie Garner prepares to call a shipboard meeting to order.

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steward delegate. Crew gave vote of thanks to steward department for job well done.

LIBERTY BELLE (Liberty Maritime), May 23—Chairman Daniel Laitinen Jr., Secretary W. Emarchman, Educational Director Mark Ruhl, Deck Delegate Nelson Poe, Engine Delegate Anthony Ripoll, Steward Delegate John Foster. Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegates. Captain gave vote of thanks to crewmembers for job well done and crew thanked steward department for good meals.

LNG AQUARIUS (ETC), May 23—Chairman Tom Brooks, Secretary Jeff Yarmola, Educational Director John Orr, Deck Delegate Woodrow Shelton, Engine Delegate Bruce Zenon, Steward Delegate Rafael Cardenas. Chairman announced patrolman requested at next port. Crewmembers reported smooth sailing with no beefs or disputed OT reported. Treasurer reported \$500 in movie fund and \$125 in ship's fund. Chairman reminded crewmembers everyone has right to call meeting

with eight hours prior notice and reported he will explain as necessary anything discussed at delegates informational meeting. Engine department thanked deck department for cooperation while working on deck. Crewmembers observed moment of silence in memory of departed union brothers. Next port: Tobata, Japan.

LNG CAPRICORN (ETC), May 30—Chairman Charles Kahl, Secretary Norman Duhe, Educational Director P. Wolf, Engine Delegate Robert Rice, Steward Delegate Perry McCall. Chairman reported smooth sailing and reminded members to keep lounge and living areas clean and neat. He reminded crew to smoke only in authorized areas not on weather decks. He reported crew has new microwave. Educational director encouraged members to check *Seafarers LOG* for upgrading schedule. No beefs or disputed OT reported. Crew asked contracts department to look into union coverage of immunization shots for newborn babies of union members. Crew thanked galley gang for fine job. Next port: Arun, Indonesia.

LNG VIRGO (ETC), May 10—Chairman Jack Rhodes, Secretary Z. Achmad, Deck Delegate Aubrey Davis, Engine Delegate Charles Dahlhaus, Steward Delegate Henry Daniels Jr. Educational director urged members to upgrade skills at Lundeberg School. Treasurer reported \$1,375.20 in ship's fund and reported captain is buying rice cooker for galley. No beefs or disputed OT reported. Next port: Tobata, Japan.

1ST. LT. JACK LUMMUS (Amsea), May 9—Chairman Ken Johnson, Secretary L. Oram, Educational Director P. Kwasnjuk, Engine Delegate J. Beard, Steward Delegate E. Lorel. Chairman announced he will sign off this trip so new chairman must be elected. Educational director urged members to upgrade at Piney Point. Treasurer reported \$244 in ship's fund. No beefs or disputed OT reported. Crew thanked chairman and secretary for doing good job, and chairman reminded members to contact department heads if room repairs are needed. Next port: Jacksonville, Fla.

NEDLLOYD HOLLAND (Sea-Land Services), May 9—Chairman F.

Goethe, Secretary V. Harper, Educational Director V. Bolton, Deck Delegate Al Fabre, Engine Delegate G.A. Yore, Steward Delegate Michael Harris. Chairman reminded members to take advantage of courses at Paul Hall Center and upgrade. Treasurer reported \$75 in ship's fund. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew reported *Seafarers LOGs* received. Crew asked contracts department to look into having patrolman meet all Sea-Land ships that pay off in Charleston, S.C.

NORTHERN LIGHTS (IOM), May 23—Chairman Ray Walters, Secretary Kenneth Whitfield, Educational Director Keith Jordan, Deck Delegate Tommie Vines, Engine Delegate Charles Kennedy, Steward Delegate Christopher Green. Chairman complimented crew on good work and encouraged them to continue. Secretary reported captain thanked crew for hard work and told crew new parts for living quarters have arrived. Educational director reminded all members to attend Lundeberg School. Deck delegate reported disputed OT. No beefs or disputed OT reported from engine or steward department. Crew requested fans and TV antennas in all rooms.

OMI HUDSON (OMI), May 31—Chairman T.P. Banks, Secretary F. King, Educational Director L. Philpot. Chairman and educational director reminded crewmembers of importance of Piney Point. Treasurer reported \$120 in ship's movie fund. No beefs or disputed OT reported. Crew reported *Seafarers LOGs* received by patrolman at payoff. Crew gave vote of thanks to galley gang.

OMI STAR (OMI), May 25—Chairman L. McCants, Secretary G. Kenny, Educational Director J. Anderson, Deck Delegate S. Argyr, Engine Delegate W. Sargent, Steward Delegate B. Wright. Chairman announced payoff, repairs completed by company. Crew reported *Seafarers LOGs* received. Crew asked contracts department to review shipping rules regarding sea time requirements. Crew requested additional washer and dryer, microwave and sofa and easy chairs for crew lounge. Next port: Bayonne, N.J.

OVERSEAS ALASKA (Maritime Overseas), May 2—Chairman John Zepeda, Secretary Donna DeCesare, Educational Director Cary Pratts, Deck Delegate M. Smith, Engine Delegate J. Brown, Steward Delegate E. Killian. Chairman announced payoff. Educational director urged members to upgrade at Lundeberg School. Treasurer reported \$50 in ship's fund and suggested crew use part of fund to buy head cleaner for VCR. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Crew asked contracts department to look into changing shipping rules regarding length at time at sea per voyage. Crew gave vote of thanks to galley gang and stated, "We will hate to go home" and gave a special thank you for Easter eggs which were class act. Next port: San Francisco.

OVERSEAS CHICAGO (Maritime Overseas), May 23—Chairman J. Mixon, Secretary Brian Burchett, Educational Director M. Sawin, Engine Delegate Edward Whisenant. Treasurer reported \$80 left in ship's fund. Crew asked contracts department to look into speeding up vacation pay and increasing dental and medical coverage.

OVERSEAS PHILADELPHIA (Maritime Overseas), May 6—Chairman Tom Bluit, Secretary M. Flores, Educational Director Patrick Coppola. Secretary announced payoff in Corpus Christi, Texas and urged members to think of themselves and future by upgrading skills at Lundeberg School. No beefs or disputed OT reported. Crew asked contracts department to look into cost of living adjustments for retirees and to investigate changes in pension requirements. Crew requested new TV and repairs to ice machine. Crew reported trip to Venezuela was very smooth with all members being very cooperative. Crew reported stores low but galley gang did good job.

RALEIGH BAY (Sea-Land Service), May 9—Chairman Howard Knox, Secretary J. Speller, Educational Director D.J. Dukehart. Chairman thanked crew for fine work and keep-

ing clean ship. He reminded them to donate to SPAD. Educational director urged members to upgrade at Piney Point. No beefs or disputed OT reported. Crew thanked steward department for job well done.

SEALIFT PACIFIC (IMC), May 16—Chairman Ferdinand Gongora, Secretary S. Bird, Educational Director Jason Etnoyer, Deck Delegate Ricardo Ramos, Engine Delegate Charlie Sandino, Steward Delegate Antonio Carrasquillo. Chairman reminded crew to return missing movies and announced ETA in Rota, Spain. Secretary reported looking forward to pleasant visit in Rota. Educational director stressed importance of upgrading at Lundeberg School to improve self and union. No beefs or disputed OT reported. Steward delegate thanked crew for all positive input and stated it makes job more rewarding. Chairman announced new movies will be purchased and thanked galley gang on behalf of entire crew for excellent job. He reported mess halls are cleaner and food is excellent. He announced entire crew morale has improved and the old saying, "a well fed crew is a happy one" applies to this crew.

SEALIFT PACIFIC (IMC), May 30—Chairman Ferdinand Gongora, Secretary S. Bird, Educational Director Jason Etnoyer, Deck Delegate Ricardo Ramos, Engine Delegate Charlie Sandino, Steward Delegate Antonio Carrasquillo. Chairman encouraged crewmembers to keep up good work. Secretary thanked all crewmembers for taking part in stowing trash in proper receptacles. Educational director stressed need to upgrade skills at Paul Hall Center. He reminded members Lundeberg School is there to use. No beefs or disputed OT reported. Steward delegate thanked crew for helping keep ship clean. Crew announced movie selection list will be posted. Chairman gave special vote of thanks to galley gang for excellent job. He announced food is best he has had in a long time. He also praised crew for keeping vessel so clean.

Watchful Eye



Taking advantage of his more than 30 years as a Seafarer, QMED Irmo E. Salomons makes sure everything is running smoothly in the *LNG Virgo's* engine room.

In a Year of Safety Training Seafarers Upgrade Skills Aboard 'Great White Ships'

For guests, the atmosphere aboard the SIU-crewed passenger ships *Independence* and *Constitution* is one of good times and cheer.

But for Seafarers, the emphasis is always on safety. As part of this devotion to safety, crewmembers continually are upgrading their skills. One aspect of this is shipboard training in lifeboat operation and other emergency procedures.

Throughout the year, the Seafarers Harry Lundeberg School of Seamanship, located in Piney Point, Md., sends an instructor to the two cruise ships to conduct the onboard training. Instructor Stephen Barry provided the *Seafarers LOG* with a yearly report on his lifeboat, CPR and first aid training of Seafarers aboard the two Hawaiian passenger trade ships.

"I always tell our members, it doesn't matter if you're a hotel worker or a galley worker, you've got to be a Seafarer first. You've got to know the emergency duties," said Barry.

Barry, who graduated from the Lundeberg School in 1986, stated in his annual report that approximately 200 Seafarers earned their U.S. Coast Guard-certified lifeboat tickets during his classes on board the two cruise ships, also known by crewmembers as "The Great White Ships." About 60 members, many of whom took the lifeboat training, also were certified in CPR and first aid.

"I would hope for a nice gale wind the first couple of days of each class," Barry, 28, said half-jokingly. "Training in those conditions helps emphasize the importance of learning the commands and learning how to work together."

Each lifeboat class lasted four hours per day for two weeks, not including addition-

al, individual studying. "We ran two separate classes per day," Barry explained. "This was in addition to our members' regular work schedules, so they were very busy."

The course material included shipboard safety, abandon-ship techniques, deep-water survival, raft drills, signal training, lifeboat and davit drills, written exams and more.

Advantage of Experience

"One advantage I had as an instructor was that I sailed as a carpenter-joiner on the *Independence* in 1988," Barry noted. "So I know the workings of the ships, and that helps."

"Also, I'm roughly the same age as a lot of the members aboard those ships, and that helped make them comfortable working with me."

The instructor also pointed out the benefits of having members train with the actual equipment they would use in case of an emergency, as opposed to using other gear.

"We had exemplary cooperation from the Coast Guard in Honolulu, and the fact is the classes wouldn't go off smoothly without the cooperation of the whole crew," Barry added. "I've since met people who were in some of the early classes, and they have expressed their appreciation for the training. I think the familiarization with the workings of a ship, and its equipment and terminology, helps make people feel more sure of themselves and definitely makes them more efficient."

Shipboard photographer Chris Danby provided Barry with the photographs that appear on this page.



Stephen Barry (far right) instructs the following students in lifeboat procedures: (from left, front row) Sky Williams, Sarah Clark, Lisa Jones, Allison Phillips, Debra Gardiner, (second row) Irving Houghton, John Wilson, Philip Brockman and Bryant Cornelius.



Completing the safety course are (from left, front row) Tina Smith, Wendy Sue Nichols, Annika Hagland, Romy Binachi, Kristine Swanson, (second row) George Joy (USCG), Ken Fredrick, Patrick Lage, Victor Leonard, Mohamed Saleh, Pedro Romas-Castillo, Stephen Barry (instructor) and Brad Younghin (USCG).



Posing on deck are (from left, first row) a Coast Guard Rep., Maximo Lugtu, Leonaka Mercurio, Atrice Croke, Yokie Sudjono, (second row) Commander Moll (USCG), Clarence Barroga, Gregory Hardison, R. Davis, Linda O'Brien, Erik A. Hoag, LeeAnn Meurer and Stephen Barry (instructor).



Manning their lifeboat station are (from left, front row) George Joy (USCG), Bradly Wickman, Jeffrey Brumble, Michael Briscoe, Abdul Ahmed, Omer Muzyad, (second row) Jeff Purtell, Donald Dobras, Brian Schmeer, Mohamed Saleh, Paul Telegdy, John Palughi, Stephen Barry (instructor) and Brad Younghin (USCG).



Taking part in the lifeboat classes are (from left, front row) a Coast Guard Rep., Rosa Clark, J. Dennis Paulin, Jenifer Tuomi, Mark Lammiman, (second row) Commander Moll (USCG), Christopher Mann, Andrew Van Bourg, Brett Zeches, Luis Guzman, Edgar Pace and Stephen Barry (instructor).



Final Departures

DEEP SEA

JAY ALSOBROOK



Pensioner Jay Alsbrook, 65, passed away June 5. Born in Eastland, Texas, he joined the Seafarers in 1945 in the port of New York. Brother Alsbrook sailed in the deck department. He retired in March 1971.

FRANK BONA



Pensioner Frank Bona, 65, died June 14. He joined the SIU in 1945 in his native Baltimore. Brother Bona completed the bosun recertification course at the Lundeberg School in November 1979. He began receiving his pension in November 1986.

RUFUS BREEDEN



Pensioner Rufus Breeden, 71, passed away May 31. A Louisiana native, he joined the union in 1946 in the port of New York. Brother Breeden sailed as a pumpman. He retired in October 1984.

RAYMOND BUNCE JR.

Pensioner Raymond Bunce Jr., 71, died June 24. He joined the Seafarers in 1957 in his native New York. Brother Bunce sailed in the deck department. He began receiving his pension in December 1984.

ROBERTO CADALZO



Pensioner Roberto Cadalzo, 88, passed away May 12. Born in Narvacan, Ilocos Sur, Philippines, he joined the SIU in 1962 in the port of Seattle. Brother Cadalzo sailed in the steward department. He retired in March 1977.

JOHN DOYLE



Pensioner John Doyle, 64, died June 3. He joined the union in 1947 in his native New York. Brother Doyle sailed as a chief cook. He began receiving his pension in August 1984.

HERNELL EDWARDS



Pensioner Hernell Edwards, 70, passed away June 16. Born in Pittsburgh, he joined the Seafarers in 1952 in the

port of New York. Brother Edwards completed the bosun recertification course at Piney Point in 1973. He retired in March 1987.

DAVID FAIR



Pensioner David Fair, 76, died June 12. Born in Virginia, he was a charter member of the union, having joined in 1939 in the port of Baltimore. Brother Fair sailed in the deck department. He began receiving his pension in May 1983.

EUGENE FLOWERS



Pensioner Eugene Flowers, 70, passed away May 28. A Pennsylvania native, he joined the SIU in 1942 in the port of New York. Brother Flowers completed the bosun recertification program at the Lundeberg School in 1966. He retired in March 1988.

ROMAN HARPER



Pensioner Roman Harper, 71, died June 4. Born in Pennsylvania, he joined the Seafarers in 1943 in the port of New York. Brother Harper sailed as a QMED. He upgraded at Piney Point frequently. Brother Harper served in the U.S. Navy from 1944 to 1946. He began receiving his pension in August 1985.

WALTER HILDABRANT

Walter Hildabrant, 53, passed away July 1. A Texas native, he joined the union in 1967 in the port of Port Arthur, Texas. Brother Hildabrant sailed in the deck department. He served in the U.S. Army from 1959 to 1962.

THOMAS JONES



Pensioner Thomas Jones, 67, died May 22. He joined the SIU in 1951 in the port of Norfolk, Va. He served in the Navy from 1943 to 1946. Brother Jones upgraded his deck department rating in 1976 at the Lundeberg School. He was shipping as an able bodied seaman aboard the NATCO dredge *Manhattan Island* prior to retiring in July 1990.

THOMAS KEGNEY

Thomas Kegney, 44, passed away June 14. He joined the SIU in 1968 in his native New York. Brother Kegney sailed in the engine department. He upgraded at Piney Point several times.

JOHN KROSKI



Pensioner John Kroski, 81, died May 21. A Weaver, Pa. native, he joined the Seafarers in 1960 in the port of

Detroit. Brother Kroski sailed as a fireman, watertender. He retired in February 1976.

WILLIAM LANIER

Pensioner William Lanier, 85, passed away June 25. Born in Oklahoma, he joined the SIU in 1941 in the port of Galveston, Texas. Brother Lanier sailed in the deck department. He retired in January 1973.

GETTIS LIGHTFOOT

Pensioner Gettis Lightfoot, 75, died June 1. An Alabama native, he joined the Seafarers in 1943 in the port of New York. Brother Lightfoot sailed in the steward department. He retired in October 1971.

PORFIRIO MALDONADO



Pensioner Porfirio Maldonado, 65, passed away June 11. Born in Texas, he joined the union in 1953 in the port of New Orleans. Brother Maldonado sailed in the engine department. He began receiving his pension in July 1990.

WILLIAM McNEELY



Pensioner William McNeely, 84, died June 3. A North Carolina native, he joined the SIU in 1955 in the port of Baltimore. Brother McNeely sailed in the steward department. He retired in February 1975.

ROBERTO MENDEZ

Pensioner Roberto Mendez, 76, passed away May 18. An El Salvador native, he joined the union in 1965 in the port of San Francisco. He sailed in the engine department. Brother Mendez upgraded at the Lundeberg School frequently. He began receiving his pension in February 1982.

VERGE NORWOOD

Pensioner Verge Norwood, 85, died May 19. Born in Alabama, he joined the Marine Cooks and Stewards in 1945 in the port of San Francisco, before that union merged with the Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD) of the SIU. Brother Norwood retired in September 1974.

MAURICE O'KEEFE

Maurice O'Keefe, 59, passed away May 27. A Wisconsin native, he joined the Seafarers in 1964 in the port of Jacksonville, Fla. Brother O'Keefe sailed in the engine department. He served in the U.S. Navy from 1952 to 1961.

RAGNAR OLSEN



Pensioner Ragnar Olsen, 82, died July 4. Born in Bronnoysund, Norway, he joined the SIU in 1944 in the port of New York. Brother Olsen sailed in the deck department. He retired in June 1976.

VICTOR PALOMBO

Pensioner Victor Palombo, 72, passed away July 6. A native of Italy, he joined the union in 1961 in the port of Mobile, Ala. Brother

Palombo sailed in the engine department. He began receiving his pension in March 1986.

MAGDALENO PERALTA

Pensioner Magdaleno Peralta, 88, died May 27. Born in the Philippine Islands, he joined the Seafarers in 1947 in the port of New York. Brother Peralta sailed as a cook/baker. He retired in December 1972.

JACKIE PRUITT



Jackie Pruitt, 52, passed away May 23. A Virginia native, he joined the SIU in 1971 in the port of Baltimore. Brother Pruitt sailed in the deck department. He upgraded at the Lundeberg School frequently.

CORNELIUS RASONABE



Pensioner Cornelius Rasonabe, 81, died May 5. Born in the Philippine Islands, he joined the Marine Cooks and Stewards in 1946 in the port of San Francisco, before that union merged with the AGLIWD. Brother Rasonabe served in the U.S. armed forces from 1940 to 1945. He retired in July 1978.

PAUL REED



Pensioner Paul Reed, 81, passed away June 13. A Quincy, Mass. native, he joined the Seafarers in 1947 in the port of New Orleans. Brother Reed sailed as a chief steward. He began receiving his pension in July 1977.

RUSSELL REFFITT



Russell Refitt, 61, died June 13. Born in Ohio, he joined the SIU in 1989 in the port of New Orleans. Brother Refitt sailed as a steward/baker. He upgraded at Piney Point in 1990. Brother Refitt served in the U.S. Army from 1948 to 1950.

MIGUEL REYES

Pensioner Miguel Reyes, 64, passed away June 13. A Puerto Rico native, he joined the union in 1946 in the port of New York. Brother Reyes sailed in the steward department. He served in the U.S. Army from 1951 to 1953. Brother Reyes retired in July 1987.

LINWOOD RICH



Pensioner Linwood Rich, 68, died June 27. Born in Maine, he joined the Seafarers in 1976 in the port of New York. Brother Rich completed the bosun recertification program at the Lundeberg School in 1981. He served in the U.S. Navy from 1942 to

1966. Brother Rich began receiving his pension in April 1991.

ANTONIO SAKELLIS

Pensioner Antonio Sakellis, 72, passed away June 21. A native of Ismailias, Egypt, he joined the SIU in 1957 in the port of Norfolk, Va. Brother Sakellis sailed in the deck department. He retired in December 1974.

RALPH SECKINGER



Pensioner Ralph Seckinger, 78, died May 29. Born in Ocala, Fla., he joined the union in 1973 in the port of Tampa, Fla. Brother Seckinger sailed in the deck department. He retired in February 1977.

MICHAEL TREMPER

Pensioner Michael Temper, 49, passed away June 1. A Maryland native, he joined the SIU in 1961 in the port of Baltimore. Brother Temper sailed in the engine department. He upgraded frequently at Piney Point. Brother Temper began receiving his pension in July 1992.

BERNARD TURK



Pensioner Bernard Turk, 68, died June 15. Born in Illinois, he joined the Seafarers in 1945 in the port of Mobile, Ala. Brother Turk sailed as a QMED. He upgraded at the Lundeberg School in 1976. Brother Turk retired in February 1986.

JOSEPH WOOLFORD



Pensioner Joseph Woolford, 82, passed away June 2. A native of Portsmouth, Va., he joined the union in 1956 in the port of Norfolk, Va. Brother Woolford sailed in the deck department. He began receiving his pension in July 1976.

INLAND

JAMES JACKSON



Pensioner James Jackson, 74, passed away May 7. Born in Durmid, Va., he joined the union in 1961 in the port of Philadelphia. Boatman Jackson sailed with Curtis Bay Towing from 1961 until his retirement in August 1981. He was a veteran of the U.S. Army.

MARK NAUMANN



Mark Naumann, 40, passed away June 2. Born in Rhode Island, he graduated from the Lundeberg School in 1975. Boatman Naumann held a chief mate's license as a tug and towboat operator. Boatman Naumann upgraded at the Lundeberg School frequently.

Lundeberg School Graduating Classes



Trainee Lifeboat Class 512—Graduating from trainee lifeboat class 512 are (from left, kneeling) Oscar Ranos, Westcott Reiss, Jennifer Berry, Darryl Bence, Joseph Meehan, Juan Salgado, Allen Newgen, Ben Cusic (instructor), (second row) Chris Campos, Jerome Gill, Michael Lau, Fred Fein, Francis Pappas III, Ron Thompson, Aristides Rojas, Joshua Brown, Christopher Sykes, Anna Maria Rosario, (third row) William Tinney, Terry Smith and Melvin Leguillow.



Crane Maintenance—Completing the six-week course of instruction leading to certification in crane maintenance are (from left, first row) Vincent Carrao, Llewellyn Trott, Richard Mitchell, (second row) Leonard Steinhardt, Clayton Everett, Gary Peterson and Eric Malzkuhn (instructor).



Able Bodied Seaman—Graduating on June 9 from a special AB course for Maritrans are (from left, kneeling) Leonard Tyson, William Belote, Richard Belote, Christopher Boyd, Mitchell Roberts, Casey Taylor (instructor), (second row) Jim Stevens, Ralph Ramsey, Richard Keith, Paul Brown, Dannie Card, Edmund Putro, Mark O'Neal, Emmanuel Roldan, (third row) Anthony Myklich, John Coover, Mark Leadbeater, Gregory Gibson and Troy Zimmerman.



Upper Lakes Towing AB Class—Completing this special AB class on June 9 are (from left) Mark Carlson, Thomas Stroppich, Terrance DeMenter, Francis Berube, Jerry Stropich and Joseph Racicot.



Upgraders Lifeboat—Upgrading graduates of the June 1 lifeboat class are (from left, kneeling) Edward Collado, Richard Dunston, John Knott, Ben Cusic (instructor), Mitchell Roberts, (second row) Jim Shaffer (instructor), John Schuster, Vincent Scott, Emmanuel Roldan, James Brown, Chad Vickers, (third row) Charles Bradshaw, James Lombard, Martin Timney, Michael Gavin, Ralph Ramsey, (fourth row) John Coover, Richardo Bowman, Lonnie Merrell, Jerry Mercer, Ray Scott and John Juker Jr.



Advanced Firefighting—Upgrading members completing the advanced firefighting course are (from left, front row) Bryan Cummings (instructor), Jerry McPeak, David Flader, Terry Walker, Leonard Paul, (second row) Jimmie Smith, Joe Johnson, Thomas Tinsley, Wayne Woodland, Maxwell Caravan, (third row) David Stanford, John Maxey III, Bill Hadley Jr., Henry Corbett, Paul Carlton, (fourth row) Lawrence Roth, Freddie Cantrell, Jacques Mouttet, (fifth row) Royce Caravan and Augustus Blake.



Tankerman—Completing one of the safety specialty courses on May 27 are (from left, kneeling) Dan Van Sciver, William Belote, Timothy Rayfield, Manuel Conchinha, Mitchell Roberts, (second row) Jim Shaffer (instructor), John Schuster, Vincent Scott, Emmanuel Roldan, James Brown, Chad Vickers, (third row) Charles Bradshaw, James Lombard, Martin Timney, Michael Gavin, Ralph Ramsey, (fourth row) John Coover, Richardo Bowman, Lonnie Merrell, Jerry Mercer, Ray Scott and John Juker Jr.



Able Bodied Seaman—Certificates were received by the July 2 class of upgraders. They are (from left, kneeling) Paul Gatewood, Rodney Jimenez, Michael Kieliszkeski, (second row) Jake Karaczynski (instructor), Allen Shaw, Misty Shaw, Shannon Teem, Peter Luhn, Jon Smith, William Powell, Bobby Kelly and Glenn Baker Jr.

LUNDEBERG SCHOOL 1993 UPGRADING COURSE SCHEDULE

The following is the current course schedule for classes beginning between September and December 1993 at the Seafarers Harry Lundeberg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve job skills of Seafarers and to promote the American maritime industry.

The course schedule may change to reflect the needs of the membership, the maritime industry and—in times of conflict—the nation's security.

Deck Upgrading Courses

| Course | Check-In Date | Completion Date |
|---|----------------------------|----------------------------|
| Able Seaman | September 13 November 8 | October 22 December 17 |
| <i>All students must take the Oil Spill Prevention and Containment class.</i> | | |
| Shiphandling | September 27 November 8 | October 8 November 19 |
| Radar Observer - Unlimited | September 20 November 1 | September 24 November 5 |
| Celestial Navigation | November 22 | December 17 |

Safety Specialty Courses

| Course | Check-In Date | Completion Date |
|--------------------------------------|--|--|
| Oil Spill Prevention and Containment | November 8 | November 12 |
| Lifeboatman | September 13 October 11 November 8 December 6 | September 24 October 22 November 19 December 17 |
| Basic/Advanced Fire Fighting | September 7 November 2 | September 17 November 12 |
| Sealift Operations & Maintenance | October 25 | November 19 |

Recertification Programs

| Course | Check-In Date | Completion Date |
|-----------------------|---------------|-----------------|
| Bosun Recertification | October 4 | November 8 |

Steward Upgrading Courses

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

Engine Upgrading Courses

| Course | Check-In Date | Completion Date |
|---|---------------|-----------------|
| Fireman/Watertender and Oiler | September 27 | November 5 |
| <i>All students must take the Oil Spill Prevention and Containment class.</i> | | |
| Pumproom Maint. & Operations | November 8 | December 17 |
| Marine Electrical Maintenance II | September 13 | October 22 |
| Refrigeration Maint. & Operations | September 13 | October 22 |
| Marine Electronics Technician I | September 27 | November 5 |
| Marine Electronics Technician II | November 8 | December 17 |
| Hydraulics | September 13 | October 8 |
| Diesel Engine Technology | November 22 | December 17 |
| Welding | October 25 | November 19 |
| Crane Maintenance | November 8 | December 17 |

1992 - 93 Adult Education Schedule

The following courses are available through the Seafarers Harry Lundeberg School. Please contact the admissions office for enrollment information.

| Course | Check-In Date | Completion Date |
|--|--|-----------------|
| High School Equivalency (GED) Adult Basic Education (ABE) English as a Second Language (ESL) | All open-ended (contact admissions office for starting dates) | |

UPGRADING APPLICATION

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

Address _____
(Street) (City) (State) (Zip Code) Telephone () (Area Code)

Deep Sea Member Lakes Member Inland Waters Member Pacific

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

Social Security # _____ Book # _____
 Seniority _____ Department _____
 U.S. Citizen: Yes No Home Port _____
 Endorsement(s) or License(s) now held _____

Are you a graduate of the SHLSS trainee program? Yes No
 If yes, which program: from _____ to _____
 Last grade of school completed _____
 Have you attended any SHLSS upgrading courses? Yes No
 If yes, course(s) taken _____
 Have you taken any SHLSS Sealift Operations courses? Yes No
 If yes, how many weeks have you completed? _____
 Do you hold the U.S. Coast Guard Lifeboatman Endorsement?
 Yes No Firefighting: Yes No CPR: Yes No
 Date available for training _____
 Primary language spoken _____

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

| VESSEL | RATING HELD | DATE SHIPPED | DATE OF DISCHARGE |
|--------|-------------|--------------|-------------------|
| | | | |
| | | | |

SIGNATURE _____ DATE _____

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

- DECK**
- AB/Sealift
 - 1st Class Pilot
 - Third Mate
 - Radar Observer Unlimited
 - Master Inspected Towing Vessel
 - Towboat Operator Inland
 - Celestial Navigation
 - Simulator Course
- ENGINE**
- FOWT
 - QMED—Any Rating
 - Variable Speed DC Drive Systems (Marine Electronics)

- Marine Electrical Maintenance
- Pumproom Maintenance & Operation
- Refrigeration Systems Maintenance & Operation
- Diesel Engine Technology
- Assistant Engineer/Chief Engineer Motor Vessel
- Original 3rd Engineer Steam or Motor
- Refrigerated Containers Advanced Maintenance
- Electro-Hydraulic Systems
- Automation
- Hydraulics
- Marine Electronics Technician

- STEWARD**
- Assistant Cook Utility
 - Cook and Baker
 - Chief Cook
 - Chief Steward
 - Towboat Inland Cook

- ALL DEPARTMENTS**
- Welding
 - Lifeboatman (must be taken with another course)
 - Oil Spill Prevention & Containment
 - Basic/Advanced Fire Fighting
- ADULT EDUCATION DEPARTMENT**
- Adult Basic Education (ABE)
 - High School Equivalency Program (GED)
 - Developmental Studies (DVS)
 - English as a Second Language (ESL)
 - ABE/ESL Lifeboat Preparation

- COLLEGE PROGRAM**
- Associate in Arts Degree

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

RETURN COMPLETED APPLICATION TO: Lundeberg Upgrading Center, P.O. Box 75, Piney Point, MD 20674.

SEAFARERS LOG



Volume 55, Number 8

August 1993

1994 Scholarships Announced

Seven scholarships will be awarded in 1994 to help members and their dependents further their college or university studies. Those interested in applying should send away for the scholarship program booklet. For additional information, see page 10.

Come High Waters, Seafarers Survive Flood of '93

More than shipping has been affected by the floodwaters of the Mississippi River and its tributaries. Seafarers living along the rivers have lost their homes to the high water rampaging through the midwestern U.S.

Alton (Ill.) Port Representative Patti Rogers reported to the *Seafarers LOG* several instances where SIU members were experiencing distress due to the flooding. But, she added, "it is difficult to determine just how many of our members have been affected by the flood because most lines of communication are out. There aren't telephone lines to many of the homes, and transportation for most people is impossible."

Hall Becomes Info Center

The Seafarers hall in Alton is serving as an information center for members. The staff has provided SIU members and their families with the latest news on recovery efforts.

At the July 14 union meeting, Stan Gordon, a labor liaison for the Red Cross, spoke to members about flood relief. According to Gordon, the Red Cross cannot fully initiate action until the floodwaters have receded. Once the Mississippi is back within its banks, the Red Cross will move in. The agency will help those affected by the flood with remodeling and even rebuilding, if necessary. They also will provide residents with vouchers for clothes, food, furniture and replace just about any possession which was lost due to the flooding waters.

"This only includes those without flood insurance. Those with flood insurance must turn in a claim first. The problem is that so many are currently without flood insurance because they never thought that they'd need it.

Take, as an example, the residents of Eldred (Ill.). . . if that levee breaks, they will have 15 minutes to gather what they need and get out. Most of their worldly possessions will be destroyed and they never had flood insurance," Rogers explained.

Belle Bartender Mary Shaw is one of the residents of the nearby town hoping that the levee holds. Her house is an eighth of a mile from the levee, which is feeling the continuing pressure from the rain and high waters. In the event the levee does break, she and her neighbors will be notified by the wailing of a siren. When it sounds, the residents will have only 15 minutes to evacuate.

Houses Flooded

For other *Alton Belle* crewmembers, floodwaters already have washed out the man-made barriers and entered their houses.

Deckhand Ed Lyons lives in Grafton, Ill., approximately 30 miles west of Alton. He occupies the second floor of his home because the first floor is completely underwater. His boat is his only source of transportation to and from his home. According to news reports, 85 percent of Grafton's 950 residents have been evacuated. More probably will have to leave as the Mississippi River continues to rise.

When *Alton Belle* Assistant Engineer Bob Thornton's home began to fill with water in the earliest phases of the flood, he moved all his belongings into the upstairs of his barn. Since then, the waters have risen higher, and recently a team of Seafarers went out to his farm and helped him move his things by boat from the barn into a storage facility.

Despite being chased from his own house by floodwaters, Deckhand C.J. Springer will not leave his community because he wants to take care of his neighbors.



Floodwaters completely surround the SIU-crewed *Alton Landing* and the *Belle*. Since this photo was taken in mid-June, the Mississippi River has risen even higher.

Springer and his wife refuse to leave the immediate area of their home. They have moved into a camper on higher ground near their house because they are concerned about some of their neighbors who are unable to relocate.

"Many of those C.J. refuses to leave behind are elderly with heart conditions. One of his neighbors, for example, is a stroke victim. He is very dedicated and concerned about these people who are afraid to leave, so he is sticking it out with them," Rogers said.

According to Rogers, Springer delivers water, food and supplies by boat to those residents who are either unable to leave their flooded homes or are just too afraid.

The SIU deckhand also helped move most of his neighbors' furniture into a safe and dry place before the water rose to its current record level.

Belle Operations Continue

Despite the weather and water conditions in Alton, the *Belle* continues operations at dockside.

A ramp that is nearly 220 feet long was built in the river to the riverboat casino so passengers as well as employees could safely come aboard.

Rogers reported the ramp was being modified for the third time to raise it above the current flood level. It is being raised yet another three feet above the flowing waters.

The *Alton Belle* has been seen in many recent national news stories. Maintenance department worker Jim Patterson took a television camera crew out on his boat around the Alton and West Alton, Mo. area so they could film the damage and effects of the flood.



Deckhand C.J. Springer ferries supplies to neighbors unable to leave flooded areas.



Living on the second floor of his house because of floodwaters is Deckhand Ed Lyons.



Fellow Seafarers rescued Asst. Eng. Bob Thornton's possessions when the water got too high.



Alton residents and Illinois National Guard members add more sandbags to a wall created to keep floodwaters out of the city's business district. This scene is two blocks from the SIU-crewed *Alton Belle*. AP by Michael Winokur

Help Locate This Missing Child

The National Center for Missing and Exploited Children has asked the Seafarers International Union to assist them in locating Eric Karl Gude.



Eric Karl Gude

The child was abducted by his non-custodial mother, Marilyn T. Leguy (alias Marilyn T. Watts), on June 15, 1992 from Millville, Del. An FBI warrant has been issued for her arrest.

Eric Gude was four years old at the time of his disappearance. The blond-haired, brown-eyed boy was 3 feet 9 inches tall and weighed 46 pounds.

Anyone having information on the whereabouts of Eric Gude should contact the National Center for Missing and Exploited Children at (800) 843-5678 or the Missing Persons Unit of the Delaware State Police at (302) 856-5860.