

Ship Unions Support New Maritime Bills

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OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO

SEAFARERS LOG

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June 1993

Just as we predicted...

QUARTEL GOES FOREIGN



**Ex-FMC Official,
Foe of American
Flag, Signs on
As Mouthpiece
For Runaway
Operator**

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Seven Awarded SIU Scholarships

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Kenneth Hagan

Gerald Shirley

Neil Simonsen

Danielle Brooks

Christine Hall

Jerry Halsey Jr.

Michelle Parisi

680
CARTER, GROSSMAN
ACQUISITION SECTION/NEWSPAPER
STATE HISTORICAL SOCIETY
315 STATE STREET
MADISON, WI 53706-1482

President's Report

The Fight Continues

By now, most of the Seafarers' membership is probably aware that the administration is withholding action on a proposal to revitalize the American merchant marine put forward by Department of Transportation Secretary Federico Pena. One of the reasons given was that the administration had decided to await the conclusion of a Department of Defense study on the role of American-flag shipping in the nation's security plans. We understand this study is due in August.

Meanwhile, the SIU is continuing to press for action that will result in a new program that will preserve and expand U.S. merchant marine operations. To this end, we are fully supporting two bills just introduced in Congress. In fact, as indicated in the article on page 3 of this edition of the *Seafarers LOG*, the SIU along with the other maritime unions testified in behalf of this legislative initiative brought about by Representatives Studs, Lipinski, Fields and Bateman.

The SIU is going to increase its efforts to achieve a merchant marine that is consistent with the needs of this nation economically and from the national security standpoint. Among our actions are meetings with administration officials to urge favorable and positive action towards a revitalized U.S.-flag fleet. Similarly, we are seeking the support of all members of Congress for this goal.

The struggle to achieve an American merchant marine worthy of the U.S. role as the world's superpower has been part of the SIU's business for as long as anyone



Michael Sacco

can remember. The American merchant marine has survived despite continued attempts by its opponents, including foreign-flag shipping interests, to weaken it.

As a matter of fact, currently we are battling yet another assault on U.S. shipping by the congressional allies of the world's giant grain dealers. Five senators last month introduced legislation designed to gut the nation's cargo preference laws. Here again, we in the SIU, working with supporters of the American merchant marine in Congress, will be fighting with every ounce of our energy to defeat the self-serving agribusiness interests—many of them foreign-owned—who are looking to get government aid cargoes carried on foreign-flag ships, many of which are owned by their various subsidiaries.

Congratulations Are In Order

To the winners of the 1993 scholarships offered by the Seafarers, we extend our congratulations and best wishes for future academic success. The seven scholarship awardees were selected to receive cash grants between \$6,000 and \$15,000 to be used towards tuition costs by a panel of educators who reviewed their qualifications and found them deserving of the awards.

For those Seafarers and sons, daughters and spouses of Seafarers who are considering higher education opportunities, I urge you to apply for next year's scholarship awards. Since 1952, when the SIU's scholarship program was first established, close to 230 Seafarers and dependents of Seafarers have attended institutions of higher learning with help from these grants. It is not a far-fetched notion to think that you can qualify for one of the awards. With the cost of education sky-rocketing, it is well worth your time to apply to the SIU Scholarship Program.



Jean Ingrao (left) recently announced her retirement as MTD secretary-treasurer. Frank Pecquex was appointed to the position.

Ingrao Retires from MTD; Pecquex Assumes Office

Frank Pecquex is the new executive secretary-treasurer of the Maritime Trades Department (MTD), AFL-CIO, following the May 31 retirement of Jean Ingrao.

Ingrao announced her retirement at the opening of the MTD's executive board meeting in February. She served with the organization since being appointed by the late MTD President Paul Hall in 1979.

Both AFL-CIO President Lane Kirkland and MTD President Michael Sacco saluted Ingrao for her 14 years as the department's secretary-treasurer and her 43 years in service to the national trade labor federation during a reception in the lobby of the AFL-CIO headquarters building in Washington, D.C.

Following Ingrao's retirement

announcement, Sacco appointed Pecquex to fill the remaining two years on the term for secretary-treasurer.

The board unanimously approved the appointment.

Prior to becoming secretary-treasurer, Pecquex served as the MTD's administrator, having been appointed by Sacco to the position in 1991. In that post, the New York native coordinated activities between the MTD and its network of 28 port maritime councils throughout the United States and Canada.

In 1985, Pecquex was designated as the department's legislative director. He promoted issues on Capitol Hill related to the well-being of the 8.5 million men and women represented by the MTD's 42 autonomous unions.

Seven SIU Scholarships Awarded

Three Seafarers, three children of SIU members and the wife of a Great Lakes member are the winners in the 1993 Seafarers Scholarship Program.

With these seven winners, the total number of scholarship recipients since the program was established in 1952 is 228.

Seafarer **Kenneth A. Hagan** of Winston-Salem, N.C. was awarded a \$15,000 scholarship to be used toward a four-year degree. Hagan, 36, currently sails aboard Sheridan Transportation's *ITB Baltimore*. He plans to attend the University of North Carolina, majoring in history and anthropology.

Recertified Steward **Gerald Shirley**, 34, won a \$6,000 scholarship with which he hopes to complete his bachelor's degree in computer science with a minor in business and economics.

Another two-year scholarship was given to **Neil Simonsen**, 28, who sails as an AB aboard the *Sugar Islander*. Simonsen intends to use his scholarship to obtain a degree in international relations.

The four dependents of

Seafarers who each won a \$15,000 scholarship are Danielle Shanika Brooks, daughter of Pensioner **Edward Brooks Jr.**; Christine W. Hall, wife of Great Lakes Boatman **Craig D. Hall**; Jerry Lee Halsey Jr., son of inland division member **Jerry Lee Halsey Sr.**; and Michelle Ann Rivera Parisi, daughter of deep sea member **Raul Rivera**.

The \$15,000 scholarship awards are paid over the course of four years.

For biographical sketches of each scholarship winner, see page 13.

Applicants for the scholarships were judged by a panel of professional educators on the basis of scholastic ability, character, high school grades, college boards or American college test scores, letters of recommendation and participation in extracurricular activities. The group met May 7 and made its announcement shortly thereafter.

The panel, which was appointed by the Board of Trustees of the Seafarers Welfare Plan,

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

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

In his congratulatory letter to each of the scholarship winners, John Fay, chairman of the Board of Trustees of the Seafarers Welfare Plan, wrote, "Both the Seafarers International Union and the Welfare Plan are proud of its members who pursue advanced academic and vocational goals."

For Seafarers or their family members thinking of going to college next year, the deadline for applying is April 15, 1994.

Seafarers Educational Grants Benefit More than 200 During Past 40 Years

The Seafarers Scholarship Program celebrates its 40th anniversary this year of providing funds for higher education to SIU members, their spouses and their children.

When the program was announced in October 1952, a total of four four-year scholarships were offered for members and their families. Each award was for \$1,500 per year.

In 1953, the first scholarships were issued. From those four, the program has continued through 1993, granting 228 Seafarers and their dependents cash awards to be used for schooling.

The October 17, 1952 issue of the *Seafarers LOG* stated, "This is the first scholarship plan in maritime unions and one of the few union scholarship plans in the U.S. The \$1,500 grant is far larger than the average college scholarship, ranking among the largest scholarships for students in the country."

The article noted Columbia University in New York as one of the most expensive schools in the country, with an annual fee of \$1,410. That price included tuition, room and meals.

Since 1953, college costs have increased and so have the awards given by the program.

Today, the union offers a total of seven scholarships. Spouses and children of SIU members are eligible to apply for one of four four-year scholarships worth \$15,000 each. Members can seek one four-year grant also valued at \$15,000 or two two-year awards worth \$6,000 each.



The *Seafarers LOG* announces the inception of the scholarships.

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Discussing the proposed Crowley contract are (left to right) Chief Mates Roger Rothschild and Andy Smith aboard the tug *Samson*.

Seafarers Give Thumbs Up To Crowley 3-Year Pact

Seafarers who sail aboard Crowley Towing and Transportation tugboats have overwhelmingly approved a new three-year contract that increases wages and benefits.

The new contract takes effect July 1 and will run until June 30, 1996. Negotiations were conducted this spring in two separate sessions in Piney Point, Md.

The tentative agreement was presented in April and May to Seafarers who work aboard Crowley equipment. Each member working for the company had an opportunity to vote on the contract.

Voting took place on each boat, and balloting was conducted in union halls so Crowley Seafarers on the beach could register their views.

Taking part in the negotiating sessions as delegates for the Seafarers aboard Crowley tugs

were Glenn Murray and David LaPorte from the port of Houston; Al Gitonviach, Scott Lindsey and Mickey Main from the port of Wilmington, Calif.; Robert August and Raymond Richardson from the port of Jacksonville, Fla.; Steve Welsh and Jeff Poulos from the port of Philadelphia; and Leoncio Cancel, Robert Candelario, Moises Huertas and Miguel Vasquez from the port of San Juan.

Crowley tugs and barges operate coastwise, deep sea and harbor duty in the Atlantic and Pacific oceans and in the Gulf of Mexico from terminals in Lake Charles, La., Wilmington, Jacksonville, Philadelphia and Puerto Rico.

Crowley Towing and Transportation is based in Jacksonville. The company is a subsidiary of Crowley Maritime, based in Oakland, Calif.

Labor Backs House Bills For New U.S. Ship Plan

White House Action Awaits Study Results

The heads of the major U.S. seagoing unions have announced their support for legislation designed to revive the U.S.-flag merchant fleet.

H.R. 2151 (the Maritime Security and Competitiveness Act of 1993) and H.R. 2152 (the Merchant Marine Investment Act of 1993) were introduced May 19, National Maritime Day in Washington, by U.S. Representatives Gerry Studds (D-Mass.), chairman of the Merchant Marine and Fisheries Committee; William Lipinski (D-Ill.), chair-

man of the Merchant Marine Subcommittee; Jack Fields (R-Texas), ranking minority member of the committee; and Herbert Bateman (R-Va.), ranking minority member of the subcommittee.

H.R. 2151 would amend the Merchant Marine Act of 1936 by creating a "Maritime Security Fleet" of privately owned U.S.-flag vessels engaged in international commercial trade that would meet the country's security and defense requirements. The bill would authorize the secretary

of transportation to enter into 10-year operating agreements with the vessel operators and provide annual payments for inclusion in the fleet.

Its companion bill, H.R. 2152, seeks to establish new financial and tax policies to create investment in new U.S.-flag vessels. Key features of the bill, which cleared the House Merchant Marine and Fisheries Committee on May 26, include an accelerated tax depreciation

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U.S. Rep. William Lipinski (D-Ill.) responds to a question from a reporter during press conference to introduce the maritime revival package. Looking on are (left to right) Rep. Gerry Studds (D-Mass.), Rep. Jack Fields (R-Texas) and Rep. Herbert Bateman (R-Va.), who with Lipinski sponsored the bill.

Ex-FMC Official Has New Auspices

Quartel Winds Up as Runaway-Flag Mouthpiece

Rob Quartel, a former Bush-appointed member of the Federal Maritime Commission (FMC) and an inveterate critic of the U.S. merchant marine, has joined forces with Ole Skaarup, an American citizen operating runaway-flag ships who has long been known for his attacks on the American merchant marine and his advocacy, in effect, for its elimination.

It was almost inevitable that Skaarup would enlist the services of Quartel given the former government official's controversial performance as one of the five commissioners of the FMC, the U.S. agency charged with maintaining fair rates in ocean shipping. For the two years he was on the public payroll, Quartel perpetually barnstormed the country advancing the idea of foreign registries and criticizing the U.S. government's maritime policies and laws. As an FMC member, Quartel repeatedly made public statements and speeches calling for the elimination of the Jones Act, the nation's maritime cabotage law. He attacked the policy of cargo preference which allows for U.S.-flag ship carriage of a set percentage of American government cargoes.

The self-anointed crusader against U.S. shipping said subsidies and supports to American-flag shipping should be abolished. He urged the major U.S. liner companies to immediately re-flag their American ships by registering their tonnage under foreign nations' ship registries. Time and time again, Quartel assailed U.S. shipping companies, American seamen and American maritime unions.

MTD Predicts Quartel's 'Reward'

Quartel's alliance with a runaway operator was foreseen by the AFL-CIO Maritime Trades Department (MTD) in February 1992. At its annual meeting, the MTD executive board adopted a resolution calling on then-President Bush to fire FMC member Quartel not only for the tone of his remarks but also for acting in a manner contrary to government policy and doing it at taxpayer expense.

In introducing the resolution urging Quartel's dismissal, the organization's president, Michael Sacco, who also serves as president of the SIU, prophetically remarked, "When [Quartel] leaves the commission, he'll no doubt return to his former business as a 'private consultant' to 'international firms' which will find his anti-U.S. ship-

ping activities right up their alley and a service to be rewarded."

Links Up With Flag-Dodger

Shortly after the MTD called for his dismissal as an FMC commissioner, Quartel resigned from the post. Then he went to Florida to run for the Republican nomination for the U.S. Senate. The 42-year-old Quartel lost the September 1992 primary. Not long thereafter it was announced that he had joined the Skaarup group.

Quartel's official title with the Skaarup organization

'When [Quartel] leaves the commission, he'll no doubt return to his former business as a 'private consultant' to 'international firms' which will find his anti-U.S. shipping activities right up their alley and a service to be rewarded.'

— Michael Sacco, in Report To MTD Executive Board Meeting, 1992

is president of its "U.S. Shipbuilding Consortium." Financed by the Skaarup group and headquartered on the premises of Skaarup Shipping Corp., the outfit is chaired by Ole Skaarup, now in his late '70s.

Skaarup and Quartel, in a rash of recent speeches and articles, have attacked U.S. maritime policies—such as cargo preference and sealift availability—which have served as the foundation for the American merchant marine and its role in the economic security, political interests and national defense requirements of the United States.

Skaarup: U.S. Has Flag 'Obsession'

In March, before the Connecticut Maritime Association's Shipping '93 conference, Skaarup said, "The U.S. government's maritime policy, what little we have, is wrong." He claimed that "the obsession with the U.S. flag and the excuse of the military need" were two factors that "have led to the decline" of the American merchant marine.

Similarly, Quartel, in an address to the International Cargo Handling Coordinators Association in May, at-

tacked the United States as the "most consistent and egregious offender" of actions hostile to world shipping. He said the United States "is a country that complains self-righteously about the faults of everyone else and finds itself faultless."

Both Skaarup and Quartel have peppered their remarks with calls for an American maritime policy that would consist of an "open registry."

The so-called open registry, also called an "international registry" or a "second registry," is simply a device to permit the use of an American flag on a vessel while in all other respects operating that ship outside of American jurisdiction—evading U.S. taxes, bypassing U.S. Coast Guard safety regulations and not employing Americans as crewmembers.

New Name, Old Gimmick

An open registry is essentially a runaway operation which sports the label of a traditional maritime country. The only difference between an open registry and a runaway operation is the name.

The open registry scheme has been pushed by flag-dodging shipowners and their mouthpieces in the United States and Europe. A few European nations, like Norway, Denmark and Germany, have adopted open registries in order to give the impression that their shipping operations are not fully runaway. But wherever open registries have been instituted, runaway conditions follow—shipboard employment opportunities have plummeted for seamen of those nations as shipowners have hired employees from the world's poorest and most exploitable groups of workers. Equally, the safety conditions and standards of open registry ships are as low or non-existent as the ones of runaway-flag operations.

Speaking to the New York Chapter of the U.S. Merchant Marine Academy Alumni Association in April, Skaarup said a U.S. open registry would allow the shipowner to "sail with any kind of labor" and would allow an American shipping company the "same benefits as any foreign company that doesn't pay taxes." Quartel, in an opinion piece published in the *Journal of Commerce* in March suggested that all current American maritime programs be abolished and in their place the U.S. government should "open the flag."

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Pipelines Pose Grave Dangers, Experts Warn House Panel

Advocates of stringent pipeline controls presented powerful arguments against the theory that pipelines are a safer alternative to ships for the transportation of oil and petroleum products at a May 18 congressional hearing on the recent pipeline rupture in Northern Virginia.

Spurred by a more than 400,000 gallon spill of No. 2 fuel from a break in the Colonial pipeline in Reston, Va., a subcommittee of the House Committee on Public Works and Transportation called the hearing to learn of the reasons for the accident and to determine what can be done concerning pipeline safety in general.

Lax Regulations

The dangers posed by pipelines and the lack of a comprehensive national safety regime governing pipelines were highlighted in the testimony of federal, state and local officials, environmental scientists and pipeline experts who appeared before the subcommittee in the day-long hearing. The pipeline industry was defended by the head of Colonial Pipeline Company.

Among the problems posed by pipeline leakages, ruptures and other kinds of failures raised by many of the witnesses were the loss of life, injuries, long-term health problems, environmental damages, disruptions to communities, threat of fires, toxicity of fumes and corruption of water supplies.

Causes for pipeline failures cited by the witnesses were faulty materials, improper installation, damage during installation, deterioration of the metal in the pipe due to abrasion and electrolytic action, earth movements, operator errors, the striking of the pipeline by outside forces such as building companies, among others.

As noted by John M. DeNoyer, a scientific advisor to the local government of Northern Virginia and a member of the city council in the area hit by the Colonial pipeline spill, there are so many pipeline accidents — more than 3,500 from 1985 to

1992 resulting in 170 deaths and 901 injuries — because “insufficient care is exercised in the planning, siting, construction, and operation of the pipelines.”

Accidents Waiting to Happen

A big concern to Congress and the public must be the fact that many of America's pipelines are quite old. “Older pipelines may exhibit a greater potential for leakage or rupture than new lines because of pipe corrosion,” said Allen Li, associate director for transportation issues of the Government Accounting Office (GAO) Resources, Community and Economic Development Division.

“Oil pipelines spill or leak the equivalent of an Exxon Valdez spill every year in America, on average, year after year.”

—Robert B. Rackleff, Authority On Pipeline Safety Issues

“Most of the nation's natural gas pipelines were constructed in the 1950s and 1960s,” Li told the subcommittee, which called the hearing at the request of Rep. Leslie Byrne (D-Va.) in whose district the Colonial spill occurred. Li said comparable data on liquid pipelines was not available but that the majority of these lines were built after 1950.

But age is not the only concern, Li pointed out. The Colonial pipeline which ruptured in March, pouring fuel oil into the Potomac River from its tributary, Sugarland Run Creek, was built in 1980. “Even relatively newer pipelines are subject to failure,” he said.

Pipelines Biggest Spillers

It was revealed that pipelines are more likely to account for oil spills than any other form of transport. Robert B. Rackleff, a writer by profession and an environmental activist by avocation, provided the subcommittee with data compiled by the U.S. government and private groups which find pipelines to be the heaviest oil polluters.

Rackleff, who is widely

regarded as an authoritative source on pipeline safety because of his extensive research in this area, said in his written testimony, “Oil pipelines spill or leak the equivalent of an Exxon Valdez spill every year in America, on average, year after year.” According to the Department of Transportation (DOT) Office of Pipeline Safety (OPS), from 1972 to 1992 oil pipelines spilled or leaked 272,036,562 gallons of oil and petroleum products, he said.

Rackleff cited data from a Wilderness Society report entitled “100 Oil Spills, 1000 Excuses,” which tracked the 100 worst oil spills in North America between 1989 and 1990. It found pipelines and storage tanks accounted for 80 percent of the gallons spilled in the 100 worst oil accidents.

Pipelines spilled 51.6 percent of the total oil spilled. Storage tanks, both above and under the ground, spilled 27.4 percent. Tank ships and barges, on the other hand, spilled 18.1 percent of that oil.

Pose More Dangers

Rackleff, who heads the Friends of Lloyd, a community organization concerned about pipeline encroachment in north Florida, warned that “petroleum pipelines are far more dangerous and unreliable than both the industry and regulators claim.”

The dangers of pipeline spills can be greater than marine spills. Rackleff said, “We should never lose sight of the fact that pipeline spills tend to happen inland, and pollute the ground and water we depend on for municipal and agricultural supplies. Unlike coastal waters, where tides and other flushing action can disperse contamination (although the

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Terry Turner, SIU governmental relations director, urges the House Subcommittee on Labor Standards, Occupational Health and Safety to pass a bill extending U.S. labor standards to all vessels regularly involved in American commerce.

SIU Backs Plan to Extend U.S. Labor Laws to Runaways

The SIU is urging Congress to support legislation that would apply U.S. labor standards to all vessels regularly engaged in U.S. commerce that operate under a runaway flag.

Runaway-flag, also known as flag-of-convenience, vessels are those which are owned by citizens of one nation, crewed by citizens from other nations and registered in another country. Nations like Panama, the Bahamas, Liberia, Vanuatu operate runaway-flag registries that allow shipowners from countries like the U.S. and Great Britain with strong maritime traditions and laws to avoid the labor, safety and tax regulations of their home states.

“H.R. 1517 (as the bill is known in Congress) addresses working practices on all runaway ships engaged in American commerce,” Terry Turner, the union's director of government relations, told the House Subcommittee on Labor Standards, Occupational Health and Safety on May 13. “Thus, it establishes a level play-

ing field for all ships competing in this trade.”

Introduced by William Clay (D-Mo.), the bill seeks to apply both the National Labor Relations Act (NLRA) and the Fair Labor Standards Act (FLSA) to runaway-flag vessels that are regularly engaged in American commerce.

The NLRA protects the rights of workers to engage in collective bargaining while the FLSA establishes a minimum wage and protects against gender-based discrimination among other things.

The legislation would include all foreign-flag vessels that make regular calls to U.S. ports like cruise ships, liquid and dry bulk cargo vessels, vessels that shuttle cargo from large vessels anchored in international waters and factory ships that process goods for sale in the U.S. except those that are owned and crewed by a majority of citizens from the country of registry.

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Gen. Powell Salutes Mariners During Memorial Day Event

The chairman of the Joint Chiefs of Staff honored U.S. merchant mariners with other veterans who have answered America's call in times of trouble during remarks made at the National Memorial Day Concert in Washington on May 30.

General Colin L. Powell represented the U.S. armed forces during the ceremony which featured nationally known entertainers and the National Symphony Orchestra on the Capitol grounds. The nation's highest ranking military officer saluted the efforts of all men and women who have gone “into harm's way in many foreign lands far from home” to serve the United States.

“We honor all of our veterans — from the Army, the Navy, the Marine Corps, the Air Force, the Coast Guard and, yes, also our Merchant Marine,” Powell told

the thousands attending as well as those listening on television and radio. “We honor them because without their sacrifice, without their courage, without their commitment, this noble experiment that God blessed and we called

America would have ended long ago.”

Powell served as head of all American forces during Operation Desert Storm/Desert Shield when thousands of merchant mariners responded to the call to crew U.S.-flag vessels that were used to supply troops sent to the Middle East to remove Iraqi soldiers from Kuwait.



Gen. Powell

Studds Offers Inland Safety Bill

Legislation Requires That All Boatmen Carry Documents

U.S. Representative Gerry Studds (D-Mass.) has introduced legislation in the Congress designed to close a safety loophole that allows crewmembers aboard more than 3,300 tugs and tows to sail the nation's inland waterways without a Coast Guard-issued merchant mariner's document.

The bill, known as H.R. 1915, would require mariner's documents (also known as z-cards) for all men and women sailing aboard inland vessels of more than five gross tons. Similar legislation passed the House of Representatives last year, but Congress adjourned before the Senate could complete action on the measure.

Cosponsors Sign On

Immediately after Studds, who serves as the chairman of the House Merchant Marine and Fisheries Committee, presented the bill, seven House members signed on as cosponsors. They include Gary Ackerman (D-N.Y.), Anna Eshoo (D-Calif.), Elizabeth Furse (D-Ore.), Gene Green (D-

Texas), George Hochbrueckner (D-N.Y.), Thomas Manton (D-N.Y.) and Pete Stark (D-Calif.). More are expected to become cosponsors.

As the law now stands, z-cards are not required for mariners sailing aboard inland tugs and tows of less than 100 gross tons. Of these vessels that ply the nation's 25,777 miles of navigable inland waterways, the Coast Guard requires a license only of the operator of vessels greater than 26 feet in length.

All holders of z-cards must submit to drug testing, undergo an FBI criminal investigation and allow for a check of the National Driver Register for evidence of alcohol abuse. Mariners with z-cards must take an oath to adhere to all applicable federal laws and must renew the documents every five years.

When a version of the bill was first introduced in March 1992, SIU Executive Vice President

Joseph Sacco testified that there “is a lack of uniformity between the requirements that must be met by individuals employed on various vessels.” He pointed out to the representatives that Great Lakes and deep sea mariners are required to have documents while inland boatmen do not have the same requirement.

Last year, the SIU conducted research that showed inland water vessels are less safe than U.S.-flag deep sea and Great Lakes vessels — which carry fully documented crews. Through data on casualties and marine accidents compiled by the Coast Guard, the SIU discovered that human error is a much larger factor in the total number of accidents involving inland tugs and tows than those vessels sailing on the deep seas and Great Lakes.

Included within the Coast Guard definition of human factors are bypass of available safety devices, inattention to duty, intoxication by alcohol or drugs, calculated risk, carelessness, lack of training, error in judgement, lack of knowledge, stress, psychological or physical impairment, failure to comply with the rules or regulations and inadequate supervision.



Rep. Studds

Maldivian Seafarers Sail as 'Virtual Slaves'

A Government-Manning Agents-Runaway Operators Conspiracy Shackles Mariners

Agreements akin to indentured servitude, below internationally accepted wages and constant fear are among the conditions merchant mariners from the Republic of the Maldives live and work with daily when they go to sea.

Seafarers from the tiny island nation located southwest of India are sold "into virtual slavery" according to John Sansone, who coordinates the actions of eight foreign-flag vessel inspectors within the U.S. for the International Transport Workers Federation (ITF).

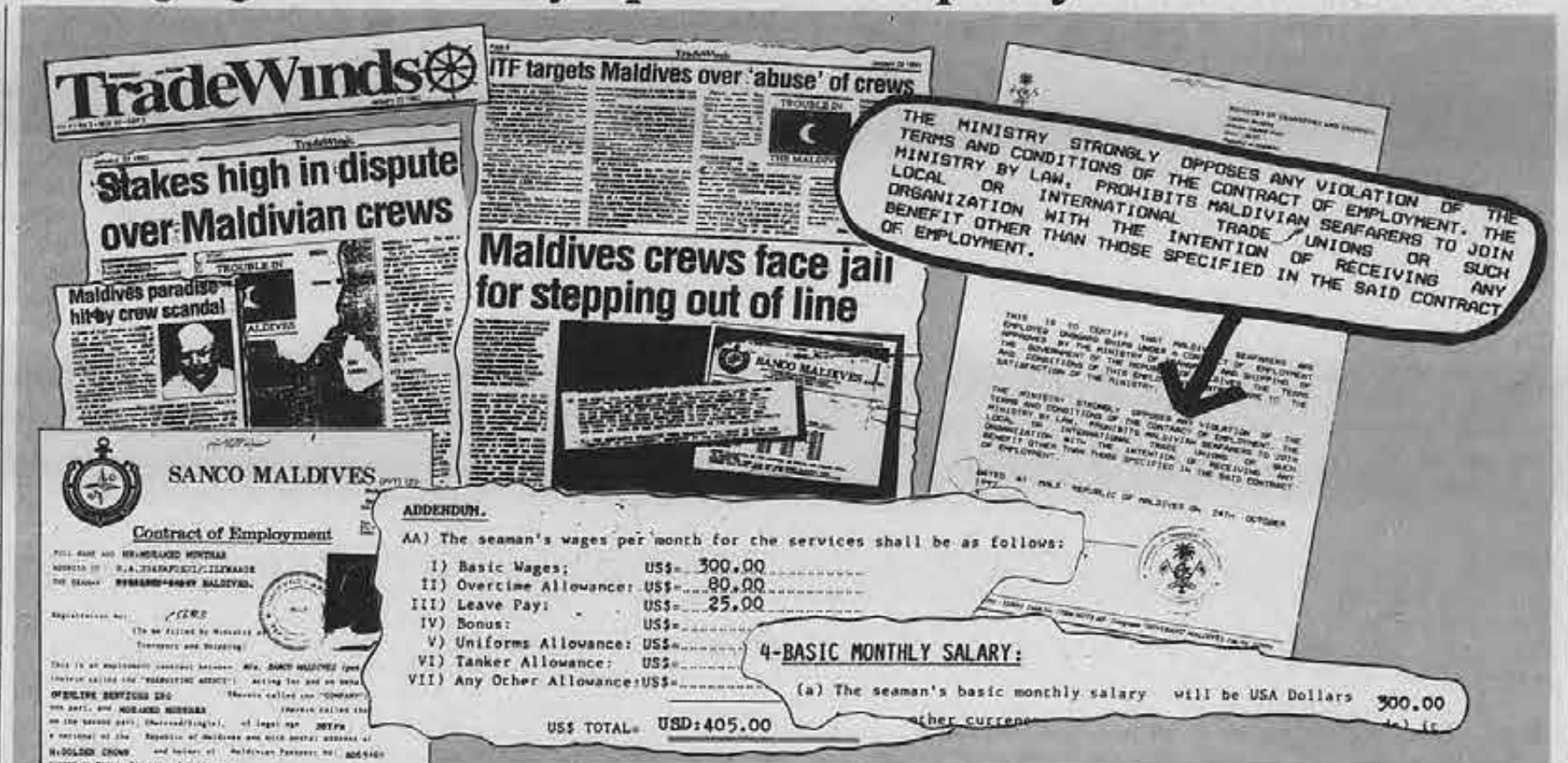
"If you go aboard a vessel with Maldivian crewmembers and just ask them if everything is all right, they will avoid you at all costs," Sansone told the *Seafarers LOG*. "They are afraid to be in the same room as you. They're afraid to be seen with you. This happens not just in the U.S. but worldwide."

One of the reasons for the fear is Maldivian mariners sign contracts with manning agents who work with the local government. The contracts state that the seafarers will "not join any local or international trade unions or any such organization, with the intention of increasing (their) wages or demanding any other facilities, without prior permission of the Ministry of Transport and Shipping, Male, Republic of Maldives."

This contract also stipulates the exact salary the mariners will earn when they sign on to a ship. For an AB, that figure is less than \$400 a month, according to documents offered in a federal court suit involving Maldivian seafarers.

Sign Two Contracts

The mariners then are sent around the world to crew runaway-flag vessels, generally Greek-owned, added Sansone. When they board the ship, the seafarers must sign another employment contract. This second contract incorporates the Greek collective bargaining agreement. It is done so the vessel owner can tell any charterer that the ship meets internationally ac-



In order to obtain jobs, Maldivian seafarers sign contracts, such as the ones pictured above, for wages below international standards. The pacts also prohibit the mariners from seeking any means to increase their salaries and benefits.

cepted and the Greek seafaring union standards.

The salary range in the second contract calls for the Maldivian seafarer to make between \$1,200 and \$1,500 monthly. However, when payoff comes around, the Maldivians never see the higher amount.

The mariners are forced to sign two wage receipts at payoff. One states the Maldivian has been paid at the Greek rate. The other receipt is for the much smaller amount dictated by the contract he has signed with the manning agent in his home country. The latter is the actual amount received.

According to attorney Jerry Dodson of Baton Rouge, La., who is trying a case in behalf of eight Maldivians who challenged the payoff system when their ship docked in New Orleans late last year, "Any complaint by the Maldivian seaman as to this scheme leads to his immediate termination, repatriation to the Maldives and punishment under the criminal laws of that country."

As part of the testimony gathered, the eight Maldivians who had sailed aboard the *Forum Wind* are seeking political asylum in the United States because "they are aware of other seamen who have been incarcerated for complaining about working conditions and wages on board vessels."

The eight mariners contacted an ITF inspector shortly after the *Forum Wind* docked in New Orleans in October 1992. They claimed they were not being paid the amount authorized in the contract they signed when they boarded the Cyprus-flagged ship. Dodson took on the case and had the ship arrested until Greek-based Forum Maritime, operator of the *Forum Wind*, posted a \$3 million bond.

In depositions taken for the federal case, two of the Maldivian seafarers talked about instances in which family members were arrested, imprisoned, fined and stripped of all property as a result of seeking the international standards stipulated in the Greek con-

tract they signed.

Protests Unsafe Conditions

In a specific incident, Mohamed Zahid stated he joined 11 other Maldivian seafarers in walking off a vessel in 1988 because of unsafe working conditions. Zahid returned home where he promptly was arrested, jailed for seven months and fined. The government blacklisted him and kept him from shipping for two-and-a-half years.

"The only thing I did was to assert my rights as a human being to a safe workplace," Zahid said in the deposition.

A third crewmember from the *Forum Wind* testified he had been employed by the Maldives' national security service prior to becoming a seafarer. Abdul Kareem Idrees stated he had witnessed the arrest of a mariner because "he had complained about wages and working conditions. The reason I know why the seaman was arrested is that we asked the immigration service why the seaman was arrested and that's what the immigration service told us."

Later in his deposition, Idrees added that his wife was warning him not to return home because Maldivian government-controlled radio news accounts were announcing eight mariners had tied up a vessel in the United States. The reports said the eight would lose their seamen's books and all of their property when they set foot in the country.

An investigator hired by Dodson was detained for nearly 21 hours by Maldivian officials as he sought more information about shipping practices in the country. The investigator posed as a potential client within the country for almost a month. He was told how government and manning agents work together to keep the mariners in line.

While in the country, press reports circulated about his presence as an American spy out to destroy the Maldivian shipping industry. He was held without charges by Maldivian authorities before being escorted out of the island nation.

Sansone noted the Maldivian government contacts runaway-flag shipping companies to let

them know that mariners are available from the country at cheap rates. "The government keeps them under wraps," the ITF official said. "The government tells the ship owners that there will be no problems with the seafarers because they will do anything you want. If a mariner does not practically kill himself on the job, he will be sent home, have no job and will be persecuted."

'Everybody Gets Piece'

"These poor guys are under the thumbs of the manning agent, ship owner and government. Everybody gets a piece of the poor seafarer," Sansone added.

As an additional condition that nothing will go wrong for the ship owners, one of the government-controlled shipping agents provides a fact sheet.

It states, "Non[e] of the Maldivian seamen will join ITF or any other such union as per our government rules and regulations. In case any Maldivian seamen join ITF and acquire more funds, then we give our full guarantee to the ship owners for remittance of the amount which has been paid to the seamen by the ITF."

Sansone recalled his first encounter with Maldivian mariners after he began his assignment with the ITF, the world federation of transport unions, in 1987:

"It was a clear-cut case of double-bookkeeping. Some Pakistani members on the vessel had come forward and had both sets of books.

"There were three Maldivians on board; one was the bosun. We met on a street away from the vessel. He wouldn't be seen with me on the ship so a couple of the Pakistanis arranged the meeting away from the vessel.

"I tried to show him that he and the other Maldivians were due a lot of money. I tried to get him to sign on to claim what was rightfully his, but he completely refused and took the books back with him."

Sansone called the situation for the Maldivian seafarers "horrendous. The seafarer is the weakest link in the chain so they all go after him."



Nineteen clusters of coral atolls make up the Republic of the Maldives, a nation which offers runaway-flag shipowners the guarantee that its citizens will not join the ITF, the world union of seamen.

Five MSCPAC Vessels Earn 'Smart' Awards

Three vessels repeated their top-quality efforts of 1991 to join two other Military Sealift Command-Pacific Fleet (MSCPAC) ships as the 1992 Smart Ship award winners. The SIU's Government Services Division represents the unlicensed crewmembers aboard MSCPAC vessels.

Selected as the best for 1992 were the *USNS Kilauea*, *USNS Catawba*, *USNS John Ericsson*, *USNS Observation Island* and *USNS Zeus*. The *Kilauea*, *Zeus* and *Observation Island* all won Smart Ship status in 1991.

Taking the highest award in the 1992 judging was the *USNS Kilauea*. MSCPAC's lone ammunition ship won the Vice Admiral Roy A. Gano Award, named for a former Military Sea Transport Service commander, as the best of the best in the fleet.

The vessel was cited for its efforts during the withdrawal of Navy forces from Subic Bay Naval Base in the Philippines, shifting more than 40,000 tons of ammunition and other materiel to new bases throughout the Western Pacific. During the transfer operations, the *Kilauea* also towed two vessels — a Ready Reserve Force ship and a U.S. Navy supply ship — at different times when they lost power.

In nominating the *Kilauea* for the Gano Award, the commander of the *USS Independence* battle group wrote, "Kilauea has been the grease that made this battle group function smoothly logistically. No matter whom you talk to, the response from all quarters when the name *Kilauea* is mentioned is 'outstanding' and 'the best.'"

Besides being a Smart Ship winner in 1991, the *Kilauea* also was named the Logistics Ship of 1991 for its efforts during Operation Desert Storm/Desert Shield.

Operating in both the Atlantic

and Pacific, the *USNS Zeus* met all calls last year for cable laying and inspections. Often the jobs were performed in adverse weather conditions.

The vessel, which has been designated a Smart Ship several other times, conducted the first MSCPAC joint inspection and survey/material readiness evaluation. The ship and crew received outstanding ratings for their work in both.

The *Observation Island*, the third of the 1991 repeat winners, is one of MSCPAC's special mission ships. The vessel is designed to serve as a floating missile tracking platform used to verify foreign ballistic missile tests.

Despite operating under harsh conditions and from remote locations several of the times it went to sea, the *Observation Island* maintained a high degree of readiness while providing outstanding services to its Air Force sponsor.

The tugboat, *USNS Catawba*, obtained its Smart Ship status through its work in towing decommissioned ships as well as helping with the Subic Bay withdrawal.

Within a five-month period, the *Catawba* towed 19 barges from Subic Bay to various bases in the Western Pacific and Indian Ocean. During inspections, the vessel and its crew exhibited textbook management with a high concern for crew safety and ship equipment.

Receiving the top honor for the fleet's oilers was the *USNS John Ericsson*. In just its first full year of operation, the *Ericsson* served as a floating training facility for the Navy in Southern California.

The oiler also saw duty in Operation Golden Blade which resulted in a significant drug seizure in the Pacific off the California coast.



The *USNS Kilauea* shifted more than 40,000 tons of ammunition and other materiel during withdrawal of Navy forces from Subic Bay. It received the Gano Award as the best in the fleet.



During a five-month period, the *USNS Catawba* towed 19 barges from Subic Bay to various other bases.



Often performing jobs in foul weather, the *USNS Zeus* met all calls last year for cable laying and inspections.



The *USNS Observation Island* is one of three repeat winners.



The *USNS John Ericsson* served as a floating training facility for the Navy in Southern California.

Gov't Services Members To Get Retroactive Pay Increases

Seafarers who sail in the SIU Government Services Division aboard Military Sealift Command-Pacific Fleet (MSCPAC) vessels are beginning to see an increase in their paychecks.

Roy "Buck" Mercer, SIU vice president for government services, reported the pay increase was cleared in all governmental review agencies last month. The increase, which was negotiated in the latest contract between the union and MSCPAC, is retroactive to October 1, 1992.

"It always takes the government several months to ap-

prove raises even if they are in our contracts," Mercer noted. "This is standard procedure."

He added that it will take the government a couple more weeks before the retroactive checks are issued but "it's like money in the bank."

While waiting for the checks to be cut, Mercer urged members to contact the Government Services Division office in San Francisco with their correct mailing address.

The pay raise covers all wage-related MSCPAC civilian mariners sailing in the unlicensed deck, engine and steward departments.

SIU Thwarts Attempt to Stop OT Watchstanding Pay

The SIU is monitoring the actions of the Military Sealift Command-Pacific Fleet (MSCPAC) to keep the Navy agency from deleting overtime pay for watchstanding in port by deck department members between 1700 and 0800 Monday through Friday.

"MSCPAC tried to do this unilaterally in 1989 when we fought it and won," recalled Roy "Buck" Mercer, SIU vice president for government services. "If they try it again, we will go to the Federal Labor Relations Authority (FLRA) again. You can bet that the SIU will be in there fighting for what we believe is fair and just."

Mercer noted MSCPAC was

making efforts to delete the overtime pay effective May 15 until the union stepped in to prevent it.

MSCPAC stopped paying the overtime on May 1, 1989 without negotiating the change with the union. Four SIU members filed a grievance with the FLRA, stating the removal of the overtime pay was a violation of the contract between MSCPAC and the SIU.

After reviewing documents related to the case and interviewing union officials to find out why the overtime pay was eliminated, the FLRA ruled in favor of the Seafarers and ordered the overtime to be paid retroactively. At the time of the decision in the spring of 1990, Mercer estimated

affected members would be receiving thousands of dollars in back pay.

As a result of the ruling, MSCPAC also stated it would "not interfere with the bargaining relationship between MSCPAC and the SIU by unilaterally implementing changes in overtime pay practices" without first bargaining with the union. Finally, MSCPAC agreed it would not make any changes in the contract without first negotiating with the union, would not interfere with employees' rights to file a charge with the FLRA and would reinstate the overtime pay as well as provide back pay for those affected.

12 Bosuns Reach Pinnacle by Completing Recertification

Twelve SIU members recently progressed to the pinnacle of the unlicensed deck department when they completed the bosun recertification course at the Paul Hall Center for Maritime Training and Education.

The recertified bosuns, who finished the highest curriculum available to Seafarers who sail in the deck department, graduated on May 3. They were selected for the course from among numerous applicants by a committee of bosuns who already had graduated from the program.

The bosuns received rigorous training and testing in areas such as firefighting, navigation, communication and union education.

'Best-Trained Seamen'

"I got back in touch with some skills and also learned new things," said **Bruce Gordon**, who sails from the port of Philadelphia. "This course reminded me about how the Lundeberg School ensures our future. The [SIU-contracted] companies know that when they get Seafarers who have



Graduates of the recertified bosun class are (from left, first row) Salim Ibrahim, Enrique Velez, Roberto Diaz, Tyrone Burrell, (second row) Charles Parks, Tim Olvany, Ralph Gibbs, Robert Saylor, (third row) Dan Fleehearty, Errol Pinkham, Alvin Kirksey Sr. and Bruce Gordon.

the school."

During the five-week course, the bosuns finished advanced classes in firefighting, safety and first aid as well as deck skill courses in wire-splicing, knot-tying and navigation. Additionally, they practiced ship handling procedures in the Lundeberg School's simulator, which reproduces sailing conditions at sea and in ports worldwide.

The course also included a segment which focused on the workings of the SIU and its various components. The bosuns met with representatives from every department of the SIU for question-and-answer sessions.

For example, they spoke with officials from the union's collective bargaining department, from its governmental affairs department, from the welfare, vacation, training and pension funds and from the *Seafarers LOG*.

Additionally, the bosuns practiced and studied leadership skills and communications techniques in sessions with Lundeberg School instructors.

Political Activity a Key

Tim Olvany, a 1981 Lundeberg School graduate, said parts of the course reaffirmed his belief in the importance of members "getting involved with the union, doing more than just

paying dues. It's important to donate to [the Seafarers Political Activity Donation fund and the Maritime Defense League], it's important to volunteer to help during campaigns, and it's important to let your congressmen and senators know that you want them to support the U.S.-flag merchant marine."

Similarly, **Salim Ibrahim**, who sails from Brooklyn, noted that he "learned a lot" about the SIU's political activities during the group's trip to union headquarters. "It was very educational, not only about Congress but also about how the union works."

Importance of Upgrading

As one of the recertified bosuns said, upgrading is crucial to the success of any Seafarer's maritime career.

Speaking at the graduation ceremony, which was part of the May membership meeting, **Errol Pinkham** listed the three "major turning points" in his life: "my marriage, the birth of my daughter, and the first time I upgraded, which was in 1979." Pinkham, one of four new recertified bosuns who began his career with the Seafarers as a Lundeberg School trainee, advised the present trainees who were in the audience that "upgrading is the way to go." He also noted the "remarkable" progress of the school since his first visit.

Roberto Diaz, from the port of Santurce, said, "I learned a lot in this course and feel like it will improve my work. And I don't intend to stop coming to the school."

Like Pinkham and Diaz, **Ralph Gibbs** stressed the importance of upgrading. In his remarks at the graduation ceremony, he urged the trainees to "come back here whenever you can to upgrade. It's absolutely vital."

Polishing Skills

"I really feel that I was able to polish my skills and also learn some new things," said **Alvin Kirksey Sr.**, who started as a Lundeberg School graduate in 1979. "The best part was the firefighting, first aid and CPR. Naturally, those are skills you hope you never have to use. But it's great to know you're able to help people when it is needed."

Adding to the learning ex-

perience were the facts that the bosuns came from many different regions and also got along very well, stated **Enrique Velez**. "This was a terrific group, and we helped each other whenever possible."

Gaining Insight

Dan Fleehearty cited the communications studies as the high point of the course. "I gained a lot of insight into how to deal with all kinds of people in all kinds of situations. This will un-

doubtedly make me a better union member and a better seaman."

The quality of the facilities and the knowledge of the instructors made the entire course worthwhile, said 1973 Lundeberg School graduate **Robert Saylor**. "I honestly enjoyed everything."

Learning the inner workings of the union, along with the advanced firefighting training were the most valuable parts of the course to **Charles Parks**. He also noted, "Today's seamen are responsible for increasingly complex, sophisticated equipment. This school and this course help ensure that we are well trained and able to keep up with technology."



Recertified Bosun Roberto Diaz gets a congratulatory handshake from SIU President Michael Sacco upon graduation.



At graduation ceremony, Recertified Bosun Ralph Gibbs urges trainees to return for upgrading.

been through this school, they get the best seamen in the world."

New Orleans' **Tyrone Burrell** agreed, calling the Paul Hall Center and Seafarers Harry Lundeberg School "a great training facility with excellent instructors. This course will help me be more efficient, and I can pass along a lot of what I've learned to my shipmates."

"The SIU can meet all the requirements of the maritime industry, and a lot of that is due to



Timothy Olvany (left) and Alvin Kirksey Sr. check out the flag indicators on a single probe refueling receiver as part of the required sealift course.



Wire-splicing, as demonstrated by Enrique Velez, is a required area of proficiency for SIU recertified bosuns.



Salim Ibrahim (left) and Bruce Gordon practice CPR on a dummy.

SIU-Crewed Vessels Remain in Somalia for Support

Although U.S. armed forces have completed their formal withdrawal from Somalia, U.S.-flag merchant vessels—including four contracted with the SIU—still are providing support to U.S. and United Nations troops in the East African nation.

Three Ready Reserve Force vessels—the *Gopher State*, *Cape Henry* and *Rover*—as well as a fast sealift vessel—the *USNS Belatrix*—continue to provide food, ammunition and other materiel to U.S. soldiers stationed in Somalia as command of all foreign forces in the war-torn nation shifts to the United Nations.

The five-month U.S. military intervention in Somalia officially came under United Nations control on May 4 when Marine Lt. Gen. Robert B. Johnston turned operations over to his Turkish successor, Lt. Gen. Cevid Bir of the United Nations.

With the changing of the flags, 3,625 U.S. servicemen were left behind in logistics and support roles. The SIU crewed vessels will remain in support of these American troops until further notice.

SIU crewed military prepositioning vessels from Diego Garcia sailed across the Indian Ocean to Somalia days before the first Marines landed on December 9. Until a beachhead was established, the 1st Lt. Jack Lummus served as the press center for journalists covering the troops' arrival.

At the request of the United



The 1st Lt. Alex Bonnyman was one of the SIU crewed vessels that participated in Somali relief efforts.

Nations, U.S. military forces led an international effort to bring food and peace to the war-ravaged nation. Two years of civil war as well as many more years of famine and drought caused an estimated 600,000 people to die. At the height of the intervention in December 1992, a total of 17 SIU crewed

vessels were involved in the relief effort.

As soon as other Army and Marine units began arriving via airlift, other SIU crewed prepositioning vessels were waiting to offload trucks, tractors, ready-to-eat meals, medical supplies and other materiel. Those ships included the *Cpl. Louis J.*

Hague, 1st Lt. Alex Bonnyman, PFC William Baugh and Pvt. Franklin Phillips as well as the replenishment ship, *Lawrence Gianella*.

A total of 329,000 metric tons of supplies, food and materiel were transported to Somalia during the relief effort. This included more than 800 containers

of food and other consumables.

Also called into duty by the Military Sealift Command to assist the offloading of goods were the SIU crewed, roll on/roll off vessels *American Cormorant*, *American Condor* and *American Eagle*.

The U.N. mandate is technically only for six months but could remain in effect for up to two years.

Political elections in Somalia are still at least two years away, according to a U.N.-supported plan outlined in the most recent Somali peace accords.

During this time period, U.N. forces and services will attempt to rebuild the country by restoring destroyed institutions ranging from banking and finance to health, education, sanitation and communications.

Even once elections are held, U.N. officials, relief workers and Somali analysts have said in press reports there should be no rush to re-establish a strong central government. Instead, there is a broad consensus that elections should be first held on the local and then regional levels, with elections for a national legislature or president coming only after stability has been firmly reestablished.

No timetable has been established for the withdrawal of the remaining U.S. forces. SIU crewed vessels are expected to remain in the theater until all U.S. troops leave Somalia.

Call for U.S. Maritime Revival Rings Loudly at Nat'l Maritime Day

Around the country, the sixty-first National Maritime Day was marked by celebrations of American maritime heritage and tributes to merchant mariners who gave their lives in times of war. Representatives from the industry, government, military and maritime labor took the opportunity to sound the call for U.S.-flag maritime revival.

A Time to Pay Tribute

In a Maritime Administration (MarAd) merchant marine memorial service conducted in Washington, SIU President Michael Sacco, speaking before an audience of maritime industry and government officials, said, "Maritime Day is a time to pay tribute to the seamen who unselfishly gave their lives in war time defending the ideals that represent America's greatness: freedom, equality and justice for all."

"But, it also is a day to take stock of where we are headed. Will we as a nation continue to maintain a merchant fleet that can advance America's security interests? Or will we fall victim to shortsighted policies that overlook the important role that an American-flag fleet can play in our future economic and military security?"

U.S. Rep. Gerry Studds (D-Mass.), chairman of the House Merchant Marine and Fisheries Committee, announced the introduction of legislation designed to revitalize the U.S. merchant marine. At the MarAd ceremony, he declared, "We must not only devise bold methods to revitalize this industry before it evaporates from our shores, but we must also

find a way to tell the people of this country what it is they stand to lose. It is unfathomable to me that the United States, the last remaining superpower on this planet, could very shortly have no trading vessels to call our own."

The day provided a chance to reflect on the role of the U.S. merchant marine. Air Force General Ronald Fogleman, commander-in-chief of the United States Transportation Command, said, "I have a good appreciation for the merchant marine and what it has done for this country. It has served as the fourth arm of defense in every foreign conflict



SIU President Michael Sacco pays tribute to the seamen who gave their lives in defense of America's ideals.

with bravery and distinction. Ninety-five percent of the cargo needed to support Operation Desert Shield and Desert Storm went by sealift. The American merchant marine is always ready to answer the nation's call."

Call for Revival

The call for revival also was heard from Richard du Moulin, president of Marine Transport

Lines. He stated, "A healthy merchant marine is a vital part of America. Maritime reform is very important, and it is time for the industry to come together to support the U.S. merchant marine."

Sacco summed up the atmosphere of the May 19 ceremony when he said, "It is also fitting that on this day, the SIU and the other unions representing licensed and unlicensed mariners call upon Congress and the administration to demonstrate their commitment to maintaining a high-seas, U.S.-flag fleet that is essential to the national interest. In an uncertain world, America deserves no less."

The Military Sealift Command (MSC) also conducted its annual wreath-laying ceremony at the Washington Navy Yard to pay tribute to the U.S. merchant marine.

Nation Has Maritime History

Guest speaker U.S. Rep. Helen Delich Bentley (R-Md.), a longtime supporter of the U.S.-flag merchant shipping industries, recalled the importance of the U.S. merchant marine. "As a maritime nation," she said, "the United States has relied on the oceans and seas for protection of our homeland, for free trade and a strong economy for worldwide influence since the earliest days of our history. We are an island nation with access to the world's major population and trade centers from the vantage point of two oceans. Thus, our history is largely a maritime history."

Bentley cited recent examples of the role the U.S. merchant marine has played in the nation's security. "It was the 1990 Persian



Seafarer Eric Fultz proudly shakes the hand of Vice Admiral Michael Kalleres, head of the Military Sealift Command, after presenting the MSC commander with an SIU white cap he signed at the National Maritime Day service conducted in Washington on May 19. Kalleres requested the cap for his personal collection.

Gulf war that provided merchant mariners with their finest hour in four decades. MSC's maritime prepositioning ships and their civilian mariner crews brought the first crucial materiel to our forces in the Persian Gulf.

"And most recently, civilian mariners were involved in transporting and supporting our armed forces running relief operations in Somalia. Four of the Military Sealift Command's

'It is unfathomable to me that the United States could very shortly have no trading vessels to call our own.'

— U.S. Rep. Gerry Studds

civilian crewed prepositioning ships steamed to Somalia, as did two fast sealift ships. In all, civilian mariners have served on nearly 30 ships that supported Operation Restore Hope," Bentley said.

Vice Admiral Michael Kalleres, U.S. Navy commander, Military Sealift Command, concluded the ceremony when he said, "Everyone on the sea is a brother or sister to one another. I am honored to be commander of sealift and to see so many dedicated people focused on our cause."

National Maritime Day was established by a joint resolution of Congress in 1933.

The date of May 22 was chosen to single out an historic day in U.S. merchant marine history—the first successful crossing of the Atlantic by a steam-driven ship, the *SS Savannah*, in 1819.

AFL-CIO Pres. Kirkland Recalls War Service as Seaman

Editor's Note: The following are remarks given by AFL-CIO President Lane Kirkland at the sixth annual Battle Standard Dinner, held at the United States Merchant Marine Academy, Kings Point, N.Y. on March 29, 1993. Kirkland began his career in labor as a shipboard officer and a member of the International Organization of Masters, Mates & Pilots.

Admiral Krinsky, my good friend and classmate Admiral Tom King, midshipmen, members of the brotherhood and sisterhood of the sea, friends:

We gather here before the battle standard, the symbol of honor, pride and sacrifice, to pay our respects to those 142 shipboard cadets who gave the last full measure of devotion to human freedom, on active service in the merchant marine during World War II.

I had the honor to have served with them. Some I knew personally. One of the first of that gallant number to die in action was my shipmate. This occasion, therefore, means a great deal to me.

It also marks, I am told, the completion of a full half-century since the formal dedication of the Merchant Marine Academy. That is, no doubt, technically true, but there are a few of us left who believe that we began it all a full year before that, when a motley handful of rag-tag cadets moved over the sound from Fort Schuyler to the Chrysler estate.

School Pioneers

We settled, like pioneers, a campus that consisted of the old Chrysler mansion, a gardener's cottage, a chauffeur's apartment over the garage where I was bunked, and a big greenhouse that was converted, with hoses and troughs, into a communal head.

I am proud to have been one of that body. But it is, I think, fair to suggest that no impartial observer would have identified us as the finest material with which to elevate the level of the decorum and dignity of the profession of ship's officer. We had all been yanked untimely, from our natal wombs on a variety of freighters, mostly rust buckets of World War I vintage. We had absorbed, and rather relished, the unique culture of that environment.

Our admired role models were men like the skipper of my previous ship: "Hard Hat" Johnson, a sturdy and salty Swede of some 80 years—so known because he wore a black derby hat at all times, even when going ashore in otherwise full uniform.

It pleased us to believe that we were regarded by the powers that be as an indigestible lump in the craw of good order and discipline, to be crammed for our tickets and shipped out as soon as possible, so that they would get on with the real work of building a proper training program.

My fondest memory of that time is of the evenings spent with Captain John Parker, Master of Sail and Steam, who was in charge of the sail loft, located in what had been the Chrysler garage. For my various sins, I was assigned many hours of extra duty helping him instruct new preliminary cadets in the fabrication of their sea bags. After hours, he would somehow locate a bottle stashed among the bolts of canvas, with which we took in the

slack, together.

I still have his old Bowditch, which he inscribed to me when I left Kings Point. Its earlier provenance is attested by another signature, dated 1921, of L. Magruder Passano, Jr., 3rd Officer, S.S. *Delvolente*, with the further notation: "It's a long ship!" Seafarers will recognize that as meaning exactly what the Governor of South Carolina is reputed to have said to the Governor of North Carolina: "It's a long time between drinks."

Maybe we weren't too sharp and maybe our training broke down too soon, but that Class of '42 got the job done. We paid our dues.

There was not a battlefield anywhere in the Second World War that was not served, under fire, by the ships of the "civilian" merchant marine.



Lane Kirkland

My time at sea, in seven different ships, was in no way exceptional, and many saw more and rougher action. But my ships hauled the goods on the North Atlantic run to Britain, to North Africa, the Sicilian invasion, the Anzio beachhead, to Guadalcanal, to Leyte Gulf, and to Iwo Jima. My last ship was in Tinian when the *Enola Gay* took off from there for Hiroshima.

Definition of Fear

A few months ago, a journalist asked me if I was not afraid that a decision that the AFL-CIO had taken on a particular course of action would prove to be a bad mistake, and I gave him this answer:

"Afraid? I'll tell you what afraid is. Afraid is a four-hour night watch on the bridge of a freighter in the middle of a blacked-out convoy loaded with high explosives and high-octane gasoline, in a full gale in mid-winter on the North Atlantic, surrounded by wolf-packs. Afraid is knowing that in another eight hours you are going to have to do it all over again and for many days and nights yet. That's what afraid is, and I haven't been afraid of anything since."

Some of those trips to distant battle zones were tough. But most people still don't know that for a couple of years the most dangerous stretch of sea on earth was the waters within sight of the East and Gulf coasts of the United States.

Which brings me to the short, good life of a fine young man named Howard Payne Conway, the first cadet to be killed in the war. He joined my ship, the S.S. *Liberator*, Lykes Brothers Steamship Company, in New Orleans, as engine cadet, for a voyage to South and East Africa, in September of 1941.

We sailed from Durban,

homeward bound, on Pearl Harbor Day, December 7, 1941, reaching American waters at about the time the first wave of German U-boats hit the area.

Classmate Remembered

I was pulled off in New Orleans, having my seetime in, and set to Fort Schuyler for license prep. He stayed aboard for the next trip, which ended off the coast of North Carolina when a German torpedo exploded in the engine room, instantly killing the entire watch, including Howard Conway, on duty below. There was no convoy, no naval escort, no gun crew, no chance.

Howard Conway was born and raised in North Carolina, and after one voyage at sea, at the age of 19, he died within sight of the coast of North Carolina. During his one voyage, we shared a cabin, we shared our shore leaves, we shared our hopes and illusions. He remains young and smiling in my memory.

That was the period that German U-boat commanders called the "Happy Time"—the great turkey shoot that left our coast from Canada to the Mississippi Delta a massive graveyard of defenseless freighters and tankers, and blackened our shores with oil, bits and pieces of ships and the remains of those that sailed in them.

The submarines did that, yes, before they were tardily attacked by effective means and brought under control. But it was also the product and price of many years of indifference, neglect, inertia and laissez-faire according to free

market principles.

I learned about free market principles, as applied to the maritime industry, from veteran mates and captains who told me about the pre-war years, during the Depression, when a master's ticket might get you a berth in the fo'c's'le, if you weren't on a company's blacklist.

I learned about the days when ships were laid up, brought out for a voyage when a cargo was found, then laid up again. Mates were told after the voyage that they could live aboard and perhaps make the next trip, if it ever happened, if they didn't make trouble and did a little chipping and scraping and painting in the meanwhile—without pay, of course.

When we consider the future of the merchant marine and the opportunities that it might offer to young people, we would do well to remember how and why the cadet training program, and this fine academy, got started.

New Deal Program

It all goes back to the *Morro Castle* disaster—the ultimate disgrace of the maritime free market system—and the subsequent Merchant Marine Act of 1936.

This academy and its products are the offspring of Franklin D. Roosevelt's New Deal, or that part of it embodied in the Merchant Marine Act. It was that New Deal that enabled a kid like me from a small, depressed town in South Carolina, and many like me, to go forth into the world and do things that we could not otherwise have dreamed of doing.

The lesson is that government can, by neglect, allow decay, or by foresighted action can bring about revival and renewal. That fact has not lost its force today, though it may have gone out of fashion after 12 years of blind worship at the shrine of the free market.

'Heart and Character'

Though I hold a ship master's ticket, I lay no claim to mastery of the cold economics of this or any other industry. But of one thing I am deeply certain. If and when an American kid can no longer choose to go down to the sea in ships bearing the American flag, and follow that way of life, something vital will have died in the heart and character of America. And late or soon there will be a price to pay for it.

Another lesson I gained from the sea was the meaning of trade unionism. I learned it both in its literal form as a member in good standing, and in its more basic meaning as an expression of human solidarity, as the ultimate requirement for survival in the face of forces far greater than yourself—be they wave, weather, war or raw power. In either sense, to be a human being and a good shipmate, you have to pay your dues.

Beyond that, I have no further wisdom to impart, except those ancient words of Hippocrates:

"Life is short, art long, opportunity fleeting, experience treacherous, judgment difficult."

That, at sea and ashore, is what life is really all about.

Thanks for the use of the hall, and good luck to you all.

Seafarers Celebrate Maritime Day



SIU members throughout the U.S. celebrated National Maritime Day on May 22. Above: Seafarers look toward the American flag during the playing of the National Anthem which kicked off a ceremony in Washington. Pictured second from right is Brian Surhigh. Third from right is Jennifer Berry, while Steve Nelson is at Berry's immediate right.



Representing the SIU at ceremonies in Mobile, Ala. are (from left) former Seafarer and retired Masters, Mates & Pilots member Don Wood; SIU Port Agent Dave Carter; and retired Chief Steward Eloris Tart.



SIU West Coast Vice President George McCarty (left) delivers memorial wreath aboard the San Francisco-based Liberty Ship *Jeremiah O'Brien*.



Formerly named the *Utrillo*, the *Buffalo Soldier* is operated by SIU-contracted RR&VO Partnership.

Reflagged Buffalo Soldier Departs with Seafarers

Seafarers recently signed on to the *Buffalo Soldier*, the latest of seven Military Sealift Command-chartered vessels announced in August 1992 to be under contract to the union.

Formerly named the *Utrillo* and operated under a foreign flag, the breakbulk vessel is now owned by RR&VO Partnership. The ship was one of three in the August announcement that were reflagged and registered in the U.S.

Before the *Buffalo Soldier* set sail on its first mission taking supplies to Germany, a re-christening ceremony was held on the docks in Sunny Point, N.C. Attending the celebration was James L. Gaines, former member of the Army's 10th Cavalry—one of the units known as the Buffalo Soldiers.

The members of the 10th Cavalry were African-Americans assigned to outposts in the area in the United States between the

Mississippi River and the Rocky Mountains before it was settled.

The Buffalo Soldiers were organized after the Civil War and existed nearly until World War II.

Like the other vessels sailing for MSC, the *Buffalo Soldier* has

a 17-month charter with two 17-month renewal options.

Four of the vessels—the *Advantage*, *Maersk Constellation*, *Noble Star* and *American Cormorant*—already were under contract to the union.



Taking part in the christening reception are (left to right) Capt. Barry Annala, Commander Carlton Philpot and former members of the 10th Cavalry, James L. Gaines and Zachary Branch.

Overseas Philly Crew Reports Smooth Sailing

The crewmembers aboard the *Overseas Philadelphia* reported a safe coastwise voyage with good food and fellowship among Seafarers when they docked at a Gulf port recently.

The crew loaded various petroleum products at the Chevron terminal in Pascagoula, Miss. and delivered the cargo to Boston before sailing into Port Everglades, Fla.

Bosun Raul Iglesias noted that there were no beefs or disputes reported from any department and that the crew aboard the *Philadelphia* worked hard.

The steward department headed by Chief Steward Jose Rivera prepared excellent food that was commended by the entire crew.

SIU Patrolman Ed Kelly met the ship in Pascagoula, distributed the *Seafarers LOG* and gave Bosun Iglesias medical forms, upgrading and membership applications.

Kelly, who took the photos accompanying this story, noted he and the crew reviewed shipboard safety regulations and discussed the importance of safety. They also talked about newly appointed MarAd officials.



Second Pumpman Abdullah Atias performs his daily duties in the engine room.



AB Keith Benneth (left) and Wiper Daniel Vasquez relax after loading cargo aboard the *Philadelphia*.



SIU member and upgrader Sergei Sologiele (right) chats with representatives of the Russian seafarers union at the Paul Hall Center.

Russian-born SIU Member Meets Countrymen

File this one under the "small world" category.

SIU member Sergei Sologiele, who immigrated to the United States from Russia two years ago, recently met with three of his countrymen at SIU headquarters and again at the Paul Hall Center for Maritime Training and Education.

The last things Sologiele, who is upgrading to AB, expected to see were familiar faces, but he knew the three Russian seafarers from his days in the former Soviet Union. Sologiele had attended a Rus-

sian maritime academy with the three men.

Two of the Russian visitors represent the seafarers union of Russia, while the third is the director of an international labor department based in Moscow.

They were in the U.S. for tours of the union's operations, and while at Piney Point, an SIU official who knows Sologiele set up the meetings.

"I'm probably the only Russian in the SIU," said Sologiele, 23, who joined the union in 1991. The resident of New York

added, "I talked with them and explained what the SIU is all about and how much I like it. We also talked about how U.S. and Russian mariners have to work together. It was very nice to meet them."

Sologiele, who in Russia sailed as third mate aboard a cruise ship, spent the better part of two days with his familiar guests. "We all had heard about the SIU many years ago," he recalled. "Believe me, people in Russia know that the SIU is a strong union, the best maritime union."



From left to right, Third Cook Andrew Caballero, Chief Cook Lionel Dunkins and Chief Steward Jose Rivera meet to discuss the stores for the next voyage.



Gathering in the galley before the union meeting are Bosun Raul Iglesias (left), OS Levi Ross (sitting) and AB Bob Pacheco.



All hands muster on the deck of the LNG Taurus, an Energy Transportation Corp. vessel, to assist in rescue operations for the disabled fishing outrigger Gemma, adrift for 12 days with a broken motor and no food or fresh water on board. Taurus crewmembers secure a line from the outrigger to the deck. From the left are OS Dan Tennant, AB Richard Lewis, AB John Wells, AB M. Rawi, OS Mark Johnson and Chief Mate Paul Turner.

Outrigger Towed to Safety by LNG Taurus

Editor's Note: Steward Assistant Judi Chester wrote to the Seafarers LOG to tell how the LNG Taurus provided aid last month to a disabled fishing vessel off the coast of the Philippines. Sister Chester's firsthand account is carried in full along with photographs shot by crewmembers during the rescue.

On Thursday, May 13, officers and crewmembers of the LNG Taurus, en route to Tobata, Japan, came to the aid of a Filipino fishing vessel in distress in the Celebes Sea.



Awaiting the signal to send food, water, ice and other supplies to the Gemma are (left to right) SA Shawn Fujiwara, SA Judi Chester and Chief Cook Janet Lyson.

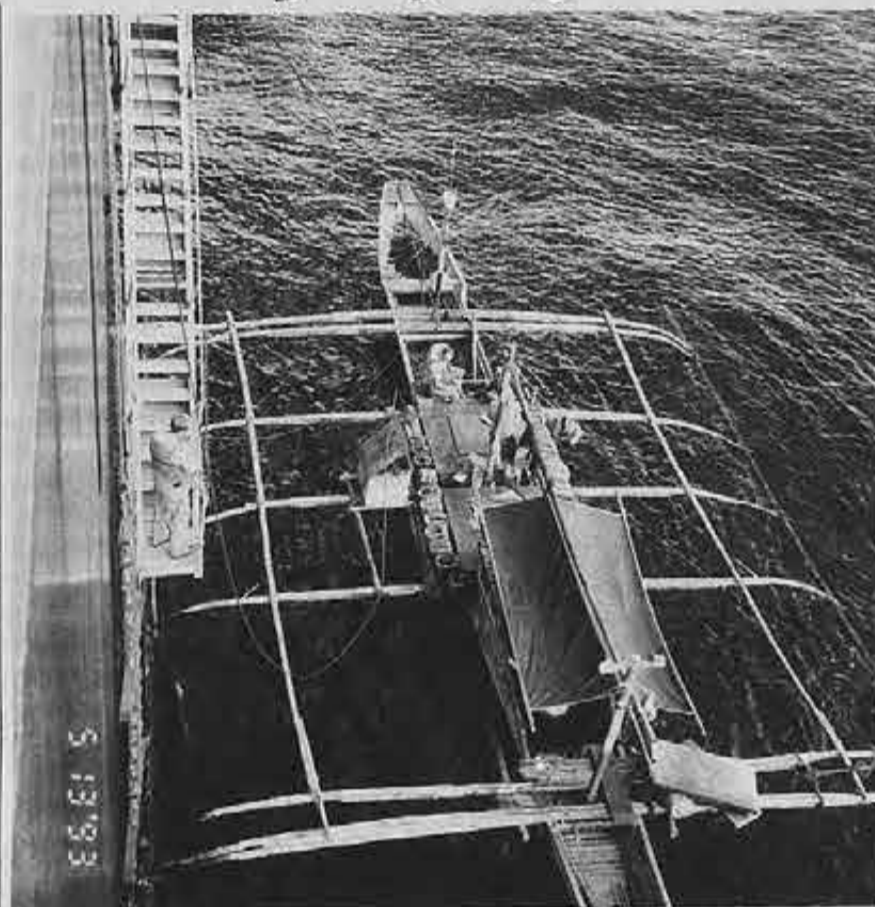
At 1204, wheelhouse personnel Third Mate John Chapman and AB John Wills sighted the fishing vessel emitting white smoke from approximately five miles away. When they steered closer to them, they saw men waving white flags on the deck.

The third mate notified Captain Ed Carr, who immediately alerted Chief Mate Paul Turner and Chief Engineer David Parsons. The chief engineer called out First Engineer Roger Spiridinoff who, with the aid of Third Engineer Tim Downey, began preparing the engines for maneuvering. "Sparks" [Radio Officer] Mike Holl was told by the captain to stand by for emergency communications.

The chief mate worked with Second Mate Scott Ervin, Third Mate Mark Bolster and Bosun Robby Suy to prepare to throw a line out to the distressed vessel and to secure them to our starboard side. Deck department ABs Richard Lewis, Stephen Votta, M. Rawi, Michael McCarthy and John Wells, and OSs Ben Johnson, Dan Tennant and Mark Johnson tied lines to the vessel to stabilize it.

Upon closer inspection, it was determined to be a 60-foot open wooden outrigger named Gemma, with seven people aboard—four men and three young boys. The smoke, which was their distress signal, was coming from a stovebox on the deck of the vessel.

After checking for weapons and determining that it was not a ruse for piracy, the chief mate ordered that the gangway be lowered to allow the second mate to board the vessel to determine



As Chief Mate Paul Turner observes from the gangway, Second Mate Scott Ervin inspects the Gemma for weapons and other possible dangers.

their need. He carried a chart of the Philippine Islands with him to find out where they came from. Communication was difficult since they spoke very little English, but the captain of the vessel, Eliezer Lagariza, indicated that their motor broke down and they had been adrift for 12 days, after leaving their home port of General Santos on Mindanao Island in the Philippines. They had no water for five days except for the bloody water in their fish holds, and only had the fish they caught for food.

The steward department—

Chief Steward Francis Ostendarp, Chief Cook Janet Lyson and SAs Shawn Fujiwara, Judi Chester and Patty Balance—immediately brought water, fruit, rice and a variety of foods, along with plenty of ice for their fish hold. The deck department lowered a hose down to the vessel to fill all of their water containers. Also helping out were Cargo Engineer Michael Blakeslee, Second Engineer Robert Griffin, Third Engineer Roberto Daniels,

QMEDs Larry Pittman, Vince Latrimer and Joe Arnold, and Wiper Brandon Greaux.

The observing cargo engineer, John Andrews, was sent down by the captain to see if he could get their motor running. He made several attempts to start it manually since the starter motor was on the deck and the battery was dead. He also surmised that they had major problems in the fuel system—too extensive to repair in the little time we had.

Therefore, Captain Carr decided to tow the vessel to Sarangani Bay—close to their home port. At 1500, after giving them flares to use in case of emergency, and after the deck department secured the vessel approximately 500 feet astern, we assumed a slow towing speed of eight knots, so that we would arrive at the drop-off point at daybreak. The vessel was monitored all night long by the officers and crew on watch.

At sunrise, Captain Carr contacted the Clifford Maersk, which was in the vicinity at the mouth of the Sarangani Bay, awaiting their port pilot to take them in. The ship indicated that they will notify their agent, who will, in turn, notify the local authorities to come to the Gemma's aid after we drop them off. We took them up to 6 degrees north latitude in the bay.

At 0600 on May 14, we deposited seven weary but grateful sailors close to their home and went steaming on our way. "[It was] just another day at sea on the LNG Taurus. . . ."



After clearing the fishing vessel, Second Mate Scott Ervin assists Cargo Engineer John Andrews onto the Gemma to repair its engine. Members of the Gemma crew on the left counterbalance the outrigger.



Preparing to lower a basket of ice for the Gemma's fish hold are (left to right) Third Mate Mark Bolster, AB Stephen Votta and AB M. Rawi.

Quartel, Skaarup Push Runaway Ruse

Continued from page 3

The open registry advocated by Skaarup and Quartel envisions an American flag flying over the conditions of runaway operations.

Under such a scheme Skaarup Shipping Corp., the company owned by Ole Skaarup, an American citizen, and currently operating vessels under the runaway-flags of Vanuatu, Panama and Liberia, could continue to hire foreign seamen and dodge U.S. taxes and evade American safety standards. It could also stand to save the nominal fees it pays to the runaway registries.

(Incidentally, on March 14 a Skaarup Shipping bulk carrier registered under the Liberian flag sank in a winter storm off the coast of Canada. All 33 crewmembers

lost their lives. According to news reports in *Lloyds List*, the *South China Morning Post* and the *Halifax Herald-Limited*, the ship's seamen were hired by an agency in Hong Kong; 29 were from that island, one was Taiwanese and three were Chinese. It also was reported that the 26,459 dwt, 17-year-old *Gold Bond Conveyor* only carried six survival suits. U.S.-flag ships require that a ship carry at least one survival suit per crewmember. The Liberian-flag bulker was the only vessel to disregard posted storm warnings in Halifax and to set sail from the Atlantic port during the gale.)

Skaarup and Quartel, in promoting the so-called open registry, have adopted as their own what is currently the most fashionable gimmick of flag-dodgers all over the

world. Themselves American citizens who enjoy all the advantages and benefits afforded by the United States, Skaarup and Quartel are pushing a program that would deny the same opportunities to thousands of Americans who currently earn their livelihoods as seamen on U.S.-flag ships.

While the U.S. government and all sectors of the American shipping industry are attempting to come up with ways to strengthen existing maritime programs and laws and to develop policies that assure the U.S. a merchant marine which befits its superpower status, Skaarup and Quartel are promoting a scheme which would make the U.S.-flag an empty shell—a cover-up for labor conditions and safety standards long since abolished in the civilized world.

House Bills for U.S. Ship Plan Backed by Maritime Unions

Continued from page 3

schedule on U.S.-flag vessels and expanded use of the Capital Construction Funds into which a vessel owner can deposit earnings for later use to acquire ships. The bill now goes before the House Ways and Means Committee.

'Fast as We Can'

In introducing the bill, Studts, speaking on behalf of his fellow committee members, swore, "It is with the profound determination of Congress and this committee to move as far and as fast as we can on this reform. It's our intention to have a merchant fleet flying our flag and have our ships built here."

The introduction of the maritime revival legislation came less than a week after the White House announced it would withhold its own efforts until a Department of Defense study on the role of the U.S. merchant fleet in the nation's security is released.

Since being sworn in as secretary of transportation, Federico Pena had been meeting and working with officials from shipboard labor, shipbuilders, vessel operators and owners to create a maritime revival package.

Studts noted officials for the

Clinton administration had told him the White House would be "neutral" concerning the bills introduced by the congressmen. "We hope the administration can support us later this summer or fall," the committee chairman added.

Labor Stands United

"Maritime labor is united, and we will do everything we can to ensure the enactment of legislation critical to maritime jobs and the growth of our industry," SIU President Michael Sacco told the House Merchant Marine Subcommittee on May 25 during a hearing on the maritime revival package. Sacco was speaking in behalf of the maritime unions, who jointly had announced their support of the legislation shortly after it was introduced by the bipartisan leadership of the House Merchant Marine and Fisheries Committee on May 19.

"We believe both bills clearly demonstrate the bipartisan commitment on the part of the leadership and members of this committee to preserve and create American jobs and to increase the competitiveness of U.S.-flag vessels," Sacco noted.

"We believe it is essential that Congress act now to put in place the regulatory and statutory framework necessary to carry our industry into

the 21st Century. The jobs of the people we represent depend on our mutual success."

Joining Sacco in the statement were Louis Parise, chairman of the Unlicensed Division of District No. 1 MEBA/NMU; Gordon M. Ward, president of District No. 1 - PCD, MEBA; Raymond T. McKay, president of American Maritime Officers District 2 MEBA; Timothy A. Brown, president of the International Organization of Masters, Mates and Pilots; as well as the presidents of two SIU-affiliated unions — Gunnar Lundberg of the Sailors' Union of the Pacific and Henry Disley of the Marine Firemen's Union.

Shortly after Clinton was sworn into office, officials for Sea-Land and American President Lines restated their position originally made in early 1992 that unless action toward maritime revival is completed this year, they would begin the process of replacing the U.S. flag on their vessels with foreign flags.

After the bills were introduced, both companies — which have contracts with the SIU — issued statements that they would work with Congress to pass the new legisla-

Rob Quartel on U.S. Shipping

■ While an FMC commissioner speaking before the Florida Customs Brokers & Forwarders in Orlando in January 1992 remarking on a joint initiative by Sea-Land and American President Lines to bolster U.S. shipping: "My own personal response is—Why wait until 1995? Do it now! Start flagging out as soon as possible!"

■ Addressing the International Trade Club of Southern California in November 1991 in Long Beach while an FMC official: "I am said to support the repeal of the Shipping Act of 1984, cargo preference laws, the Jones Act, the Merchant Marine Acts of 1920 and 1936, and large parts of the Shipping Act of 1916, and, in fact, I do."

■ Identified as a former FMC commissioner, Quartel said the following in a March 10, 1993 opinion piece appearing in the *Journal of Commerce* in which he advised Transportation Secretary Federico Pena to do the following in regard to developing a maritime program for the future:

- "Build a new policy on the premise that it's about trade, not ships. (Chuck the notion that it's about defense, because it's not...)"
- "...get rid of the Jones Act."
- "Get rid of cargo preference and ODS..."
- "...abolish conferences from the U.S. trades."
- "The FMC should be abolished, too."
- Recruit mariners for sealift by working "with the Navy to do what they did in the last two world wars: Train the Navy Reserves for merchant ships."
- "And most important of all, open the flag."

■ Speaking to the Bulk Expo '91 conference in Houston in October 1991 as a member of the FMC:

"...you may not doubt be able to tell that I view the Jones Act—this most over-rated, over-expensive, ineffective, anti-competitive, anti-consumer, protectionist, archaic of all maritime legislation—as long overdue for elimination."

■ Remarks to the Florida Customs Brokers & Forwarders in January 1991 as an FMC commissioner:

"The union leadership fears mixed crewing because it may mean a decline in union dues and retirement contributions and officer compensation. The congressmen fear the decline of their special interest constituency and PAC contributions.... And MarAd bureaucrats fear the loss of the programs on which their power—indeed their very existence—depends."

■ In a speech to the International Cargo Handling Coordinators Association in May in Miami while serving in current capacity as an officer in the Quartel-Skaarup group:

"Despite the near (but not complete) universality of actions ultimately hostile to shipping, one country stands out, however as the most consistent and egregious offender. It contains the world's largest unified market and the world's largest economy, thus believing itself immune to the petty multilateral activities of the diplomat, often preferring unilateral action instead...."

It complains of international subsidies, yet has given its own operators over \$40 billion in constant dollars since 1950.... It is a country... which even today withholds from the open market its own giant food aid and non-essential government cargoes, preferring to pay 3 or 4 times fair market rates in order to supplicate the demands of its declining maritime unions.... It is a country that complains self-righteously about the faults of everyone else and finds itself faultless.... It is, of course, my own country, the United States."

High Water, Darting Currents No Match for Orgulf Crews

SIU crewmembers aboard Orgulf tugboats along the Mississippi River and its tributaries are being extra vigilant because of high water and rushing currents as they check on the barges being pushed along the waterways.

Deckhand Chris Smith reported from the tug *J.S. McDermott* that he and other members of the watch crew take extra precautions because the rivers

can be treacherous. "Besides the usual concerns we have when the river is normal, now we constantly walk around the barges on all shifts—night and day—to make sure everything is tight and secure," Smith said.

The *McDermott* sails on the southern Mississippi River from Orgulf's Moore's Landing staging area in Wyatt, Mo. to New Orleans. The boat can push up to 50 barges loaded with grain, coal and other items but has been forced to reduce its capacity for safety and navigational reasons.

Along the upper Mississippi, flood waters have receded allowing locks to reopen, and traffic has started sailing again. However, tugs like Orgulf's *Joey Chotin* also have to push reduced loads.

The *Chotin*, one of the oldest tugs in the Cincinnati-based company's fleet, usually can handle up to 15 barges. Coast Guard restrictions have reduced the *Chotin* to pushing 10 or fewer

barges at this time.

Despite the troubles created by nature, Cook Terry Godden reported all was going well with the crew. "We're happy to be back to work," noted Godden. The upper Mississippi as well as the Illinois River had been closed to tug/barge traffic over the winter months.



Deckhand Chris Smith gets a quick cup of coffee before going on watch aboard the *McDermott*.



Cook Terry Godden takes part in a hazardous materials drill aboard the *Joey Chotin*.



Loading stores for the *McDermott* at Moore's Landing is Mate Shorty Williams.



Catching up on the latest news in the *Seafarers LOG* aboard the *McDermott* is Cook Walter Wise.



Proving the food aboard the *Chotin* is quite tasty are (left to right) Mate Billy Hutchinson, Assistant Engineer Dan Richardson, Pilot Dewey Carrington and Deckhand Daryl Bullock.

Seven Award Recipients See Education as Key

Seven students will enter college in the fall as recipients of the 1993 Seafarers Scholarship Program. For two of them, it will be a new and challenging experience. The other five have taken some college-level courses in the past, but now, with the financial assistance from the scholarship program, will have the means to give full attention to their studies.

What follows is a brief description of the background and goals of each of the college-bound students.

Kenneth Andrew Hagan



Kenneth Hagan of Winston-Salem, N.C. is the recipient of the four-year scholarship for \$15,000.

Hagan, 36, entered the trainee program at the Harry Lundeberg School of Seamanship in 1980 and has returned several times to upgrade his rating, most recently as a recertified steward. He currently is sailing aboard Sheridan Transportation's *ITB Baltimore*.

Hagan plans to attend the University of North Carolina, either in Greensboro or in Chapel Hill, majoring in history and anthropology. He also would like to receive his teaching certificate while in school with the intent of teaching social studies.

"Fascinated by hobos, freight trains, sea stories and the romance of the open road," the deep sea member started traveling at a young age, financing his trips as a ranch hand, carpenter, house painter, bicycle messenger, taxicab driver and musician, among other odd jobs.

Before starting his career as a merchant mariner, he visited many Aztec and Mayan sites throughout Mexico and Guatemala as well as the Pueblo and Anasazi ruins of the American Southwest. As a seaman, his travels have enabled him to see the Egyptian pyramids of Giza, Machu Picchu in Peru and the major ruins of Greece, Turkey and Italy.

In 1985 he spent six months visiting Indonesia and Thailand after completing an eight-month tour on an oil tanker in the Far East. And in the Philippines he spent six weeks diving with an underwater salvage operation to recover artifacts from a Chinese shipwreck which dated back to the Ming Dynasty.

With all his work experience, Hagan is, however, most proud of having built his own house in the last four years during stints he was ashore. While high school studies never held much of an interest for the Seafarer as a teenager, he has come to appreciate the learning process and envisions himself becoming a teacher and advocate of education.

He completed his GED, and in 1987 and 1988 attended courses at Salem College. He says he is reminded of some advice an old China Coast sea-dog gave him eight years ago who said, "Get yourself an education, experience will take care of itself."

Hagan says he has never heard truer words. "So I'm going to follow his advice and pack up all

these work experiences and fold them up neatly and keep them close by in case I need them, and I'm going to get myself an education, and when I'm finished, will let the work experience that my new skills prepare me for come by its own accord."

Gerald Richard Shirley



Gerald Shirley is starting his 13th year with the SIU. Presently sailing aboard the *Sea-Land Tacoma*, the 34-year-old

has been awarded a \$6,000, two-year scholarship to complete his bachelor's degree. He has attended upgrading courses at the Lundeberg School a number of times, most recently in 1990 as a graduate of the steward recertification program.

Before joining the SIU, Shirley spent three years in the U.S. Navy and received an honorable discharge in 1981.

Now serving as a recertified steward aboard the *Sea-Land Tacoma*, Shirley has spent the last couple of years sailing as chief steward aboard other *Sea-Land Service* vessels. Prior to that, he sailed aboard Maersk Line vessels and before that he worked on "any vessel going anywhere" in an attempt to work in as many different environments as possible.

He spent a year on the *SS Independence* in Hawaii which he describes as "the hardest year of labor, but the greatest year in intense culinary learning due to the exposure of the vast amount of talent employed there."

After sailing and upgrading to the position of recertified steward in the summer of 1990, the Seattle resident decided that his full potential was yet to be reached. It was then that he resolved to attend college and obtain a bachelor's degree, just as he had intended when he originally started going to sea.

His primary reason for going to sea, he notes, was to acquire the funds to attend college. "Traveling and seeing the world was only a secondary and very nice by-product of the endeavor."

He enrolled in Highline Community College in Des Moines, Wash. for the fall quarter where, after 15 years away from school, he managed to carry a 3.81 grade point average and make the Dean's List.

With his scholarship award, Shirley hopes to receive a bachelor's degree in computer science with a minor in business and economics. He plans to continue at Highline Community College and then perhaps transfer to a four-year degree program at the University of Washington in Seattle or Western Washington University in Bellingham, Wash.

Neil Forrest Simonsen



Neil Simonsen, 28, joined the SIU in 1985 upon graduation from the trainee program at the Lundeberg School in

Piney Point, Md. "Born in San

Francisco," he notes, "I was allowed to roam the town at will. . . usually this entailed hanging around the wharf and visiting whatever ships would allow me aboard. This, coupled with my favorite boyhood authors, [Joseph] Conrad and [Jack] London, I think it was to be expected that I join a seaman's union many years later." The deep sea member currently sails as an AB aboard the *Sugar Islander*.

Traveling has always been a part of Simonsen's life. Each summer his parents would take him and his sister on tours of the U.S., Europe, North Africa, Haiti and Guatemala, in the hopes of exposing them to different political and social systems. He attended boarding school in Germany as a teenager and used his holidays to meet different people, learn a new language and travel extensively.

Simonsen spent a few years sailing aboard the SIU-crewed *SS Independence* and *Constitution* around the Hawaiian Islands and aboard LNG vessels on the Japan to Indonesia run. He spent some time in Tokyo and supported himself by teaching conversational English—and, in turn, was able to pick up the Japanese language.

With this experience behind him, Simonsen now is ready to continue his formal education. He has earned a number of credits at Contra Costa College in San Pablo, Calif. and the University of Hawaii's Kapiolani Community College and has been sailing in order to save money to continue his studies.

As a recipient of the \$6,000 two-year scholarship award, he will be able to resume junior college in the fall at City College in San Francisco. He chose this college because of the large number of courses offered in Asian studies and the fact that both Japanese and German are taught.

Looking further into the future, Simonsen hopes to transfer to the University of California at Berkeley or Davis, or the American University in Washington, D.C. which are known to have excellent programs in his major—international relations.

Danielle Shanika Brooks



Danielle Brooks is a focused young woman. Graduating this year from Oliver Perry Walker High

School in New Orleans, the 18-year-old student plans to use her four-year scholarship award to major in biomedical engineering at Xavier University in Louisiana and then Georgia Institute of Technology in Atlanta.

The high school senior said she had many positive influences while growing up—nurses, policewomen, secretaries and teachers—but her curiosity in finding out how things work and her concern to better the conditions of people everywhere led her to biomedical engineering.

Brooks is a well-rounded student who participates in school-based activities as well as community and church-related ones. She has a grade point average of 3.60 and is third in her

class of 200 seniors.

She has participated on the volleyball and basketball teams and runs track. She also has been an active participant in many of her high school's extra-curricular activities such as science club vice president, honor society secretary, student government treasurer, National Merit Scholarship nominee and member of the Afro-American Club.

Danielle has six brothers and sisters. She is the daughter of Geraldine Johnson-Brooks and Pensioner **Edward Brooks Jr.**, who joined the SIU in 1959 and retired in 1990.

Christine W. Hall



Christine Hall is proof that you can do anything at any age, no matter the obstacles. The 30-year-old wife of

Seafarer **Craig Hall** is the mother of two sons, ages six and four. In applying for the four-year scholarship award, she noted that the SIU has been a big part of her life. Her husband's father, **Neal D. Hall**, was a former SIU member, her husband has been a member since 1981, and she, herself, was a member from 1983 to 1985, sailing as a purser aboard the *Delta Queen* steamboat.

A resident of Genoa, Wis., she returned to school (the University of Wisconsin in LaCrosse) about the time her husband started to work on the Great Lakes in 1990. She is majoring in parks and recreation management and also in archaeology, with a minor in art.

She is an outstanding student academically and maintains a demanding academic workload along with a full schedule of volunteering and student activities—as well as helping raise her two sons.

Upon completion of her course work, Hall hopes to obtain a position in a park, preserve or recreation area with archaeological significance that will allow her to interpret to the public the importance and care of our outdoor environment.

She especially enjoys working with young people and hopes to instill in them an appreciation of nature and an understanding of the American heritage.

Christine Hall's husband, **Craig**, has worked on the *Mississippi Queen*, *Delta Queen* and *SS Constitution* in his early SIU years. Since 1990, he has worked aboard OLS Transport and Hannah Marine vessels.

Jerry Lee Halsey Jr.



Jerry Halsey is a well-rounded student at Bayside High School in Virginia Beach, Va. Graduating this year, he plans to

continue his education at Old Dominion University in Norfolk, Va. with a major in teaching. His four-year award from the Seafarers Scholarship Program in the amount of \$15,000 should help defray some of the costs associated with reaching his goal.

The 18-year-old loves working with children and believes education is the key to the future. He plans to pass this belief on through his work. "Children need guidance," Halsey noted in his scholarship application, "and I hope that I can lead the children of tomorrow into a brighter future."

In high school, Halsey maintained excellent grades and was involved in many activities. He ranked 36th in his class of 350 students and took a strong academic program—including advanced calculus, Spanish and honors English.

He participated in the debate club, Student Council Association, honor society and other clubs. He also has been recognized for participation in a Spanish scholarship competition, the science fair and the presidential academic fitness program and has participated in church youth group activities and in the sports of football and basketball. With this heavy load, Halsey also found time to work in restaurants and markets. Additionally, he performed volunteer work in a local political campaign.

Jerry Halsey is the son of Frances E. Halsey and **Jerry Lee Halsey Sr.**, a member of the SIU's inland division since 1975, who works as a deckhand with the Association of Maryland Pilots in Baltimore, Md.

Michelle Ann Rivera Parisi



Michelle Rivera Parisi completed her high school degree from Papa Juan XXIII High School in Bayamon,

P.R. last year and is presently completing the second semester of her first year at Central University in Bayamon. She maintains a 3.38 grade point average, majoring in biology.

The 18-year-old student has always been interested in veterinary medicine, and has been offered admission as a transfer student in Purdue University's School of Agriculture in West Lafayette, Ind.

Her \$15,000 Seafarers scholarship award will help her continue her studies there, where she will take two years of pre-veterinary medicine classes. She then plans to enter the School of Veterinary Medicine for her degree.

In high school, Michelle had a superb academic record, taking both advanced English and mathematics courses. She also was a member of the National Honor Society.

For the past two years, the aspiring animal doctor has worked as a volunteer at two veterinary clinics and has served as the secretary of the student association of biology at Bayamon Central University.

Michelle Rivera Parisi is the daughter of Antoinette Rivera and **Raul Rivera**, an SIU member since 1962.

For the past several years, the deep sea mariner has worked aboard *Sea-Land Service* vessels, most recently aboard the *Sea-Land Challenger*.

QUALITY EVERYONE WINS!

FOR MARITRANS AND THE SEAFARERS who crew the company's tugboats and barges, 1992 was a virtually perfect performance year. As a result of hard work, attention to detail and the full cooperation of management and crewmembers, Maritrans completed more than 7,000 cargo transfers accounting for delivery of approximately 10 billion gallons of oil — and only 22 gallons, or about two teaspoonsful per million gallons moved, were spilled.

Last year, Maritrans was recognized for its environmental protection efforts by the National Environmental Development Association (a coalition of industry and government representatives). Maritrans, which operates on the Eastern Seaboard and in the Gulf of Mexico, also earned the best possible safety audit rating from the International Loss Control Institute

(chartered by insurance clubs to conduct audits of various companies).
 "We're responsible for the environment and we're proud of our safety record," stated AB/Tankerman Homer Rabideau, who has worked aboard Maritrans tugs for the past 12 years. "Everything this company does is geared toward safety, and it's not like preaching. It's to everyone's benefit."

Long before the Oil Pollution Act of 1990, Maritrans initiated OPA '90-type reforms. The company first published a Fleet Operations Manual in the 1970s, standardizing safe operating procedures for every vessel. Maritrans has published formal oil-spill contingency and cleanup plans since 1980. And in the 1980s, Maritrans became the first tug and barge company to develop computer-simulated training programs to enhance wheelhouse skills and proficiency.

"We make efforts well beyond what is required by law," said John Burns, Maritrans director of labor relations. "We require greater endorsements, documentation and licenses than does the Coast Guard. And our boats are equipped above and beyond minimum requirements."

AB/Tankerman Todd Edwards, Rabideau's shipmate aboard the tugboat *Columbia*, noted that Maritrans crews routinely conduct fire drills and safety meetings. "The quality management program also has a lot to do with our safety record. We have good people working here, we get any safety equipment we need, and it's all first-rate," he said.

Indeed, the cooperation between Maritrans officials and the workers aboard the company's 35 tugs, 45 barges and several oil terminals is captured in the recently introduced quality program to which Edwards referred. Beginning in 1990, Maritrans implemented a three-part system which included briefing every employee in the methods and processes of quality improvement; restructuring management to allow for and encourage participation of all employees in decision-making; and developing standards for a "Partners in Excellence" agreement between crewmembers and management.

"We have used all of those things to be more efficient and more effective," said Burns. "We spent close to \$2.5 million in training, and certainly the quality improvement process is not mandatory."

Jim Sanborn, executive vice president of the company, which was incorporated 65 years ago and is headquartered in Philadelphia, added, "Naturally, we believe that our safety record is largely a result of those programs."

'Quality Management'
 In an ongoing effort to improve its operations, Maritrans invested in the program offered by the Quality College founded by former ITT executive Philip Crosby. Since its inception in 1979, the college has educated thousands of representatives from companies of widely varying sizes from throughout the world. It generally is recognized by business leaders worldwide as the best program of its type.

While the program's curriculum is exhaustive and at times fairly complex, it boils down to getting everyone from an organization involved in setting high operating standards — and then following precise steps to ensure not only efficiency, but also steady improvement. The program emphasizes the importance of each employee's work, as well as the value of doing things right the first time, thereby preventing accidents and avoiding unnecessary repetition.

All Maritrans executives and employees, including Seafarers and SIU representatives, attended quality seminars either in Tampa, Fla., Baltimore, Cherry Hill, N.J. or at the college in Winter Park, Fla.

"One thing I learned is that all work is a process, even though you may not realize it," said 26-year-old Deck/Utility Troy Zimmerman, who sails aboard the *Endeavor* and who attended the seminar in Cherry Hill. "With a work plan, the job inevitably goes a lot better."

"The quality management program definitely has a lot to do with our safety record, which we're very proud of. It's also easier now to have your voice heard by management."

Mate Jim Zeller, 24, said the quality program "eliminates any finger-pointing and teaches individuals to take responsibility. The man tying a line on deck is just as important as the person running the company. Because if the man tying the line doesn't do his job correctly, eventually there won't be any company."

Zeller, who joined the SIU three years ago, added that the equipment aboard Maritrans vessels is further evidence of the company's commitment to safety. "We carry fire suits, foam, self-contained breathing equipment, fire monitoring systems, survival suits, damage-control equipment (such as magnetic patches) and more," he said. "I think quality breeds safety. In the time I've been with Maritrans, we've spilled next to nothing. We're talking about gallons as opposed to millions of barrels spilled by foreign-flag ships."

Steward department members, who are part of the crews on Maritrans' larger vessels, also went through the program. Cook Alvin Ellis, who joined the SIU in 1975 and has worked aboard Maritrans vessels ever since, went to a seminar in Baltimore. "I think it helped us become more of a team," said Ellis, 62, who sails aboard the *Intrepid*. "We now have better channels for identifying problems and for corrective action. We have a system, and management does give you answers."

AB/Tankerman Charles Bigham, another member of the *Intrepid's* crew and a graduate of the Seafarers Harry Lundeberg School of Seamanship in 1979, also attended the seminar in Baltimore. "To me, one of the best parts was just getting everyone from shore and from the boats together to learn about each other's operations and any problems we might face," Bigham said.

Always Safety-Conscious
 The Seafarers and Maritrans representatives interviewed for this article stressed that, while the quality program helped fine-tune operations and was a factor in the near-perfect performance of 1992, the company and crewmembers always have been safety-conscious. For example, in each of the past five years, Maritrans has averaged less than one gallon of oil spilled per one million gallons carried.

"A lot of it comes down to using good judgement," explained OS Phillip Johnson, who sails aboard the *Endeavor*. "If you have any doubt about whether or not something is safe, don't do it."

"I've always believed that a safe crew is a good crew."

AB/Tankerman Dolphin Moores, a crewmember of the *Columbia*, cited the Lundeberg School as the vital factor in the efficiency of SIU members. "I've been with the union for 15 years, and I'm certain the main thing that helps us do our jobs well is our school in Piney Point," said the

35-year-old Moores, who has upgraded twice. Another Seafarer who has upgraded twice, 44-year-old AB Skip Graul, pointed out that Maritrans crewmembers have "a high level of pride in their work. We always stress safety and cleanliness, and if we see something's wrong, we fix it." (Graul, who regularly sails aboard the *Patriot*, comes from a family with a strong maritime background. His father sailed on the Murmansk Run during World War II, as a member of the Masters, Mates & Pilots.)

Keeping Up-to-Date
 In another move to enhance safety, Maritrans recently installed a system known as Intercon on the 255,000-barrel barge *Ocean 255* and her tug, the *Intrepid*. Intercon securely links the tug and barge and allows the tug to push virtually all the time when the barge is loaded. This results in faster, more reliable operations.

Maritrans plans to install two more Intercon systems this year.

Additionally, personal computers are being put on all of the boats. (Some already are in place.) This will enable crewmembers to use a wide range of programs, from vessel-loading programs to comparatively simpler functions such as menus.

The Maritrans fleet includes more than 500 shipboard workers and 160 more who work ashore at the company's support facilities and oil terminals. Some of the barges can carry up to 417,000 thousand barrels.

The crewmembers are represented by either the SIU or the American Maritime Officers (formerly District 2-MEBA). "We wouldn't have the success we've enjoyed without our partnership with the SIU and the AMO," said Burns. "If situations change, either beneficial or otherwise, we're able to sit down with our employees and come up with solutions in the best interests of both parties."

Burns added that Maritrans recognizes and appreciates the high-level training that Seafarers receive at the Lundeberg School. "We're getting ready to send 60 people through the school to get their tankermen's endorsements," he said. "A lot of our crewmembers already have been through the school, and many of the shoreside workers also are Piney Point graduates."

"In the last several years, the vocational staff at the school has been most helpful in accommodating us and developing training programs which are extremely beneficial to our employees."



OS/Cook Eduardo Arango puts away stores aboard *Columbia*.



Securing a line on the *Columbia* is AB/Tankerman Todd Edwards.



Above: Deck/Utility Troy Zimmerman displays one of the survival suits carried on board the *Endeavor*. At left, Zimmerman makes an adjustment in the engine room as the tug prepares to push a barge along the Delaware River.



Tying up the tugboat *Endeavor* is AB/Tankerman Kevin Hill.



AB/Tankermen Dolphin Moores (left) and Homer Rabideau take a quick break from their maintenance work aboard the *Columbia*.



Setting the tension on the wench aboard the *Roanoke* is Deck/Utility Greg Gibson.



Computers like the one used by AB Skip Graul (above) aboard the *Patriot*, are "just one more tool to help" operations, says Maritrans official John Burns.



Cook Alvin Ellis has been a Seafarer and has worked aboard Maritrans vessels since 1975.



Making a log entry aboard the *Endeavor* is Mate Jim Zeller.



OS Phillip Johnson, who sails aboard the *Endeavor*, says the quality improvement process "definitely works."



Maritrans vessels feature state-of-the-art safety equipment, as well as basic reminders like the one shown here.



Maritrans prides itself on safe operations and well-maintained vessels. Last year, the company received international recognition for its efficiency.



AB/Tankerman Charles Bigham reads a hose aboard *Intrepid*.

Restoring JFK's Racing Yacht Is Labor of Love for Johnston

For retired Seafarer **Johnny Johnston**, spring means opening the 62-foot yawl *Manitou* to visitors on weekends at the Paul Hall Center for Maritime Training and Education.

Each year it takes lots of hard work to get the former racing ves-



Johnny Johnston stands at the pier in Piney Point with the *Manitou*.

sel, once used by President John F. Kennedy, ready for tourists and other guests at the southern Maryland center. This year is no different, as Johnston anticipates finishing final restorations sometime this month to the 56-year-old *Manitou*, which sustained damage during a severe storm last winter.

Johnston, a charter member of the SIU who sailed in the deck department and retired in 1974, first started his volunteer work on the *Manitou* in 1990. "It was in pretty bad shape," recalls Johnston, 83. "I had the time and the interest, so I volunteered to get her back in shape."

In 1990 Johnston worked with fellow pensioner **William Drew**, who fixed the vessel's wiring, and slowly but surely they got the *Manitou* into good condition.

The *Manitou* suffered a setback during the winter storm, which tore off the gangway and

caused other structural damage. Undeterred, Johnston led another repair effort and now he says, "You can't even tell it was damaged. All that's left to get it ready is some priming, painting and glazing, plus installing some screens. It won't take long."

Enjoys the Work

Despite putting in long hours on the boat, which in 1968 was purchased by the Lundeberg School and then added to the school's fleet of historic sailing and power vessels, Johnston says, "I have enjoyed every day that I have spent on her. With the help of the marina personnel, she is in ship-shape. We don't get to sail her as much as we would like, but she can be rigged to sail in minutes."

When the *Manitou* is open to visitors, Johnston—the vessel's honorary captain—notes, "All flags are hoisted, cushions are placed in the cockpit, deck chairs are set up and all lights below deck are on. Most visitors like to see how the living conditions were."

Occasionally, Johnston makes a guest list and, with the *Manitou* operating under auxiliary power, takes as many as a dozen passengers up the St. Mary's River—which is not far from the vessel's birthplace on Solomons Island, Md. in the Patuxent River. (Johnston points out that the *Manitou*'s 81-foot wooden mainmast no longer is capable of holding her sails in a strong wind.)

Long History

Johnston—who still has his original SIU membership book from 1938—takes pride in his thorough knowledge of the *Manitou*, which is made of oak, carvel planked, with a teak deck and mahogany trim. (Fastenings and deck hardware are of bronze.) Last year, after completing extensive research he wrote a lengthy paper about the vessel's storied past, complete with details of many of the ship's races and owners.

The *Manitou* was built as a racing vessel in 1937 at the M.M. Davis and Sons yard on Solomons Island. She was named

for the passage in northeastern Lake Michigan where she often passed in winning several races in the '30s and '40s. The vessel changed hands several times before being donated to the Coast Guard Academy in 1955.

Kennedy began sailing the *Manitou* late in his presidency. After the boat was refitted with a new engine and White House communications gear, the president and his family began enjoying the vessel during the summer of 1963. After Kennedy's death that November, the *Manitou* was returned to the academy to resume her career as a training vessel.

In 1968, the Lundeberg School purchased the *Manitou* from the Defense Department Surplus Sales Agency in a closed bid. The vessel has been part of the school's floating museum since.

Wedding Gift

"There is one story that I ran across many times in my research," Johnston recalls with a laugh. "When Jackie Kennedy was engaged to a Greek tanker tycoon, she asked him for the *Manitou* as a wedding present. The rich man offered any amount the Seafarers Union wanted for the yawl."

"Well, (late SIU President) Paul Hall's reply to the man—who had his fleet under flags-of-convenience—was, 'Money can't buy the *Manitou*. However, if you put 10 of your tankers under the American flag, with a Seafarers International Union contract, we will gladly give the yawl to you.' Jackie never got the *Manitou*."



The *Manitou* was purchased by the Lundeberg School in 1968.



The 56-year-old yawl sustained damage to its wooden hull during a severe storm last March.



Mike Orlando takes the oath of office as Deputy Pilot Commissioner.

Retired Official Mike Orlando Appointed to Maritime Post

Retired SIU official Mike Orlando recently was appointed as a state maritime official by Massachusetts Governor William Weld.

Orlando, 70, was named Deputy Pilot Commissioner of District Two in Massachusetts. His term expires at the end of 1996.

District Two includes ports from Salem, Mass. to the New Hampshire border.

Among Orlando's duties will be working with pilots to resolve

any of their problems; overseeing the proper conditions of the harbors; and setting prices for pilot fees.

This is Orlando's fifth appointment as a Deputy Pilot Commissioner. He previously was appointed in 1966, 1969, 1972 and 1981.

Orlando served in various capacities with the Seafarers and formerly was an SIU official in the northeastern fishing ports. He also was an organizer.

Jack Caffey Elected President Of Long Island Labor Council

Jack Caffey, SIU vice president for the Atlantic Coast, has been elected the new president of the Long Island (N.Y.) Federation of Labor, AFL-CIO, by its executive board.

Caffey, who began his career with the Seafarers in 1961 as a deck department member, will fill the last three years of the current presidential term which expires at the federation's 1996 convention. (His predecessor resigned from office earlier this year.)

While Caffey will retain his position with the SIU, he also will head the labor council, which represents 150,000 union members from Suffolk and Nassau counties. Included in the membership

are approximately 100 locals made up of members from the building trades, government workers, maritime trades, retail clerks and communications technicians.



Jack Caffey

Among his responsibilities as president, Caffey will help affiliated unions in organizing and negotiation efforts, promote trade unionism within the community and assist in the AFL-CIO grassroots efforts in local, state and national legislative and political matters.

Seafarers Support Sausage Makers



Seafarers from the port of Baltimore marched with other local trade unionists to show their support for United Food and Commercial Workers Local 27 members who were locked out of their jobs last month during negotiations with the Parks Sausage Company. Shown on the picket line are Ernest Grecco (left), president of the Metropolitan Baltimore Council of AFL-CIO unions, and Steward/Baker Andre Gee.

Dispatchers' Report for Deep Sea

APRIL 16 — MAY 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	34	27	10	28	18	7	9	62	37	15
Philadelphia	3	13	4	2	3	1	3	2	13	7
Baltimore	10	13	1	4	7	1	0	9	20	2
Norfolk	15	12	7	7	9	5	1	28	21	9
Mobile	13	16	3	11	22	1	2	15	18	6
New Orleans	24	29	2	19	17	1	3	34	32	10
Jacksonville	23	33	6	23	21	2	9	44	48	9
San Francisco	31	21	3	13	16	1	6	60	59	12
Wilmington	15	9	7	14	10	1	11	32	29	13
Seattle	15	29	3	14	14	3	9	38	58	8
Puerto Rico	8	6	1	10	5	1	4	19	5	4
Honolulu	4	19	8	6	11	12	6	10	24	14
Houston	22	25	3	20	17	1	10	45	60	15
St. Louis	4	2	0	0	1	0	0	4	3	2
Piney Point	3	14	0	1	2	0	1	3	16	1
Algonac	0	1	0	0	1	0	2	0	0	1
Totals	224	269	58	172	174	37	76	405	443	128
ENGINE DEPARTMENT										
New York	14	18	0	12	6	0	3	37	37	5
Philadelphia	1	3	0	1	1	1	1	5	8	0
Baltimore	4	2	2	3	4	3	0	6	6	1
Norfolk	7	17	4	5	7	2	0	8	19	5
Mobile	12	6	2	12	7	1	0	19	17	3
New Orleans	9	9	4	4	11	3	6	27	18	9
Jacksonville	16	21	11	15	14	3	6	24	32	23
San Francisco	9	19	2	6	10	0	4	32	40	9
Wilmington	9	11	4	5	6	1	1	16	22	12
Seattle	13	17	6	7	5	0	3	27	28	9
Puerto Rico	7	1	0	3	2	0	0	16	4	0
Honolulu	3	12	3	2	7	4	1	5	16	5
Houston	9	15	3	9	8	1	4	23	32	8
St. Louis	1	2	0	1	2	0	0	0	3	0
Piney Point	0	7	0	0	1	0	1	4	28	0
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	114	160	41	85	91	19	30	249	310	89
STEWARD DEPARTMENT										
New York	18	12	4	16	10	0	4	25	21	6
Philadelphia	3	3	1	1	1	0	1	2	6	2
Baltimore	3	2	0	2	1	0	0	6	7	0
Norfolk	4	5	2	7	6	2	1	6	7	2
Mobile	6	5	1	9	1	0	5	13	12	1
New Orleans	9	3	1	5	4	0	3	16	8	2
Jacksonville	8	7	3	10	4	1	5	18	10	4
San Francisco	38	13	0	19	6	0	7	87	33	5
Wilmington	9	1	1	7	1	0	2	22	7	1
Seattle	11	7	1	7	0	0	6	31	14	2
Puerto Rico	3	1	1	3	0	0	0	6	2	4
Honolulu	8	15	15	10	17	9	20	20	23	21
Houston	12	7	0	6	5	0	2	18	10	0
St. Louis	1	0	0	1	0	0	0	0	1	0
Piney Point	3	13	0	2	7	0	1	6	22	2
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	136	94	30	105	63	12	57	276	183	52
ENTRY DEPARTMENT										
New York	8	32	12	7	19	2	0	18	78	44
Philadelphia	0	4	2	0	1	2	0	2	3	5
Baltimore	2	6	2	1	5	0	0	3	9	3
Norfolk	1	15	8	0	7	3	0	5	32	17
Mobile	1	16	2	4	14	0	0	1	26	3
New Orleans	6	17	10	5	9	3	0	10	45	25
Jacksonville	3	23	7	1	17	2	0	6	38	15
San Francisco	16	26	16	5	4	1	0	46	64	36
Wilmington	8	10	8	3	10	0	0	10	17	14
Seattle	11	17	7	4	15	1	0	13	21	16
Puerto Rico	5	6	3	4	6	1	0	10	14	6
Honolulu	8	52	130	2	32	86	0	14	89	163
Houston	3	12	5	4	6	1	0	8	29	11
St. Louis	0	2	0	0	2	0	0	0	3	0
Piney Point	1	17	1	0	20	0	0	1	33	4
Algonac	0	3	0	0	3	0	0	0	4	0
Totals	73	258	213	40	170	102	0	147	505	362
Totals All Departments	547	781	342	402	498	170	163	1,077	1,441	631

Totals All Departments 547 781 342 402 498 170 163 1,077 1,441 631
 * "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 1,233 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,233 jobs shipped, 402 jobs or about 33 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From April 16 to May 15, 1993, a total of 163 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 18,730 jobs have been shipped.

July & August 1993 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point
 Tuesday: July 6*, Monday: August 2
**changed by Independence Day holiday.*

New York
 Tuesday: July 6, August 3

Philadelphia
 Wednesday: July 7, August 4

Baltimore
 Thursday: July 8, August 5

Norfolk
 Thursday: July 8, August 5

Jacksonville
 Thursday: July 8, August 5

Algonac
 Friday: July 9, August 6

Houston
 Monday: July 12, August 9

New Orleans
 Tuesday: July 13, August 10

Mobile
 Wednesday, July 14, August 11

San Francisco
 Thursday: July 15, August 12

Wilmington
 Monday: July 19, August 16

Seattle
 Friday: July 23, Monday: August 23*

**changed by Paul Hall holiday*

San Juan
 Thursday: July 8, August 5

St. Louis
 Friday: July 16, August 13

Honolulu
 Friday: July 16, August 13

Duluth
 Wednesday, July 14, August 11

Jersey City
 Wednesday: July 21, August 18

New Bedford
 Tuesday: July 20, August 17

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

Personals

ROGER BEROU

Your daughter, Yvonne, is trying to locate you. Please reach her by contacting Helen Re, her mother-in-law, at Box 26, Smith Ridge Road, South Salem, NY 10590.

EDWARD HENRY RAPACKI

Please contact your old friend, Wanda (Mikles) Cantor, at 118 Mountain Road, Sun Valley Condo, Glen Burnie, MD 21060.

WWII MERCHANT MARINERS

Any members who sailed or worked on the docks during World War II are asked to contact Capt. William J. Howard Jr. who is doing research about the era. Capt. Howard's address is 428 Pennington Drive, Mt. Holly, NJ 08060.



Send it to the LOG

Seafarers International Union Directory

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Government Services Division
(415) 861-3400

SANTURCE
1057 Fernandez 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

APRIL 16 — MAY 15, 1993

Port	CL—Company/Lakes			L—Lakes			NP—Non Priority		
	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	28	5	0	15	0	0	45	12
ENGINE DEPARTMENT									
Algonac	0	11	6	0	4	1	0	18	8
STEWARD DEPARTMENT									
Algonac	0	2	0	0	4	0	0	8	2
ENTRY DEPARTMENT									
Algonac	0	25	6	0	0	0	0	30	20
Totals All Departments	0	66	17	0	23	1	0	101	42

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

Dispatchers' Report for Inland Waters

APRIL 16 — MAY 15, 1993

Region	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	2	0	0	5	0	0	45	2	0
Gulf Coast	4	3	17	0	1	4	8	4	27
Lakes & Inland Waters	24	0	0	6	0	0	48	0	0
West Coast	2	0	4	80	0	40	3	1	25
Totals	32	3	21	91	1	44	104	7	52
ENGINE DEPARTMENT									
Atlantic Coast	1	0	0	1	0	0	7	1	0
Gulf Coast	0	0	3	0	0	1	0	0	6
Lakes & Inland Waters	18	0	0	4	0	0	33	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	19	0	3	5	0	1	40	1	6
STEWARD DEPARTMENT									
Atlantic Coast	2	0	0	1	0	0	6	0	0
Gulf Coast	0	0	3	0	1	1	1	0	6
Lakes & Inland Waters	6	0	0	2	0	0	13	0	0
West Coast	1	0	0	1	0	3	1	1	1
Totals	9	0	3	4	1	4	21	1	7
Totals All Departments	60	3	27	90	2	49	165	9	65

* "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.

Are You Missing Important Mail?

In order to ensure that each active member and pensioner receives a copy of the *Seafarers LOG* each month—as well as other important mail such as W-2 forms, pension and welfare checks and bulletins or notices—your correct home address must be on file with the union.

If you have moved recently or feel

that you are not getting your union mail, please use the form on this page to update your home address.

Your home address is your permanent address, and this is where all official union documents will be mailed (unless otherwise specified).

If you are getting more than one copy

of the *LOG* delivered to you, if you have changed your address, or if your name or address is misprinted or incomplete, please complete the form and send it to:
Seafarers International Union
Address Correction Department
5201 Auth Way
Camp Springs, Maryland 20746

HOME ADDRESS (PLEASE PRINT) June 1993

Name _____

Phone No. (____) _____

Address _____

Social Security No. ____ / ____ / ____ Book No. _____

Active SIU
 Pensioner
 Other _____

This will be my permanent address for all official union mailings.
 This address should remain in the union file unless otherwise changed by me personally.

(Signed) _____

The Seafarers Pension Plan this month announces the retirements of 20 members.

Twelve of those signing off sailed in the deep sea division, while three sailed inland and five on the Great Lakes.

Brothers Christian Christensen and Gerald Sinkes completed recertification courses at Piney Point. Brother Christensen graduated from bosun recertification in 1974 while Brother Sinkes finished steward recertification in 1986.

Of the retiring Seafarers, 10 served in the military: seven in the Army, and one each in the Marine Corps, Navy and Air Force.

Out of all of the Seafarers signing off this month, Brothers Christensen and Enrique Hernandez sailed the longest—both receiving their first books in 1947.

Brief biographical sketches of Brothers Christensen, Sinkes and Hernandez as well as the other new pensioners follow.

DEEP SEA

DONALD CALDER, 65, joined the Seafarers in 1968 in the port of Philadelphia. Born in England, he sailed as an FOWT.



Brother Calder retired to North Cambridge, Mass.

CHRISTIAN CHRISTENSEN, 77, joined the SIU in 1947 in the port of Galveston, Texas. A native of Copenhagen, Denmark, he completed the bosun recertification course at the Lundeberg School in 1974. Brother Christensen resides in San Jose, Calif.



ROBERT FAVALORA, 54, joined the union in 1969 in the port of New Orleans. A Louisiana native, he sailed in the deck department. Brother Favalora calls Madville, La. home.



WILLIAM GOINES, 65, joined the Seafarers in 1974 in his native New Orleans. He sailed as a chief cook. Brother Goines served in the U.S. Army from 1946 to 1948. He still calls New Orleans home.



DUDLEY GRANT, 65, joined the SIU in 1959 in the port of New York. Born in St. Vincent, West Indies, he sailed as a



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

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

third cook. Brother Grant retired to San Francisco.

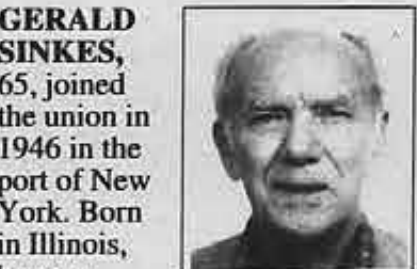
ENRIQUE HERNANDEZ, 66, joined the union in 1947 in the port of Baltimore. A native of Vega Alta, P.R., he sailed as a chief cook. Brother Hernandez upgraded at Piney Point frequently. He resides in Bayamon, P.R.



LOUIE YEU JEUNG, 69, joined the Seafarers in 1981 in the port of Honolulu. Born in California, he sailed in the steward department. Brother Jeung calls San Francisco home.



RUSSELL MANCINI, 65, joined the SIU in 1967 in the port of Wilmington, Calif. A native of Portland, Maine, he sailed as a QMED. Brother Mancini upgraded at the Lundeberg School frequently. He served in the U.S. Marine Corps from 1945 to 1946. Brother Mancini retired to Westminster, Calif.



GERALD SINKES, 65, joined the union in 1946 in the port of New York. Born in Illinois, he completed the recertified steward course at Piney Point in 1986. Brother Sinkes resides in North Vernon, Ind.



FRANK SIRIGNANO, 71, joined the Seafarers in 1972 in the port of New York. A native of Brooklyn, N.Y., he upgraded to assistant cook in March 1978 at the Lundeberg School. Brother Sirignano served in the U.S. Army from 1941 to 1945. In between shipping, he worked in the Jacksonville, Fla. hall. His last voyage was on the *Sea-Land Crusader*. Brother Sirignano lives in Jacksonville.



ANDRES SUAREZ, 71, joined the SIU in 1971 in the port of New York. Born in Puerto Rico, he sailed in the engine



department. Brother Suarez resides in Bronx, N.Y.

LESLIE TOLLETT, 65, joined the union in 1968 in the port of San Francisco. A native of Los Angeles, he sailed as a QMED. Brother Tollett upgraded at the Lundeberg School in 1979. He served in the U.S. Army from 1945 to 1947. Brother Tollett calls San Francisco home.



INLAND

RAYMOND ALCORN, 63, joined the Seafarers in 1980 in the port of Jacksonville, Fla. An Illinois native, he sailed as a chief mate aboard Crowley tugboats. Boatman Alcorn upgraded frequently. He served in the U.S. Navy from 1950 to 1975. Boatman Alcorn retired to Neptune Beach, Fla.



HENRY ELBOURNE, 65, joined the SIU in 1965 in the port of Baltimore. Born in Rock Hall, Md., he sailed as a chief engineer. Boatman Elbourne served in the U.S. Air Force from 1947 to 1950. He resides in Baltimore.



RICHARD NELSON, 47, joined the union in 1976 in the port of Port Arthur, Texas. A Texas native, he sailed as a captain. Boatman Nelson served in the U.S. Army from 1963 to 1966. He calls Port Arthur home.



GREAT LAKES

RAYMOND BUZWAH, 64, joined the SIU in 1962 in the port of Detroit. Born in Canada, he sailed in the steward department. His last vessel was the *William R. Roesch*. Brother Buzwah resides in Port Huron, Mich.



RAYMOND DeLEARY, 62, joined the union in 1960 in the port of Detroit. A native of Muncey, Ontario, he sailed as a dredgeman. Brother DeLeary served in the U.S. Army in 1952. He calls Superior, Wis. home.



FRANK LAPCZYNSKI, 64, joined the Seafarers in 1964 in the port of Detroit. Born in Alpena, Mich., he sailed as a bosun. Brother Lapczynski served in the U.S. Army from 1946 to 1948. He still calls Alpena home.



ROBERT SMITH, 58, joined the SIU in 1960 in the port of Detroit. A Michigan native, he sailed as a conveyorman. Brother Smith served in the U.S. Army from 1955 to 1957. He retired to Manistique, Mich.



WILLIAM SPARKS, 65, joined the union in 1967 in the port of Detroit. Born in Arkansas, he sailed as a wheelsman. Brother Sparks resides in Holland, Mich.

Wilkes Galley Gang Aces MSC Quality Inspection

Hard work and dedication among SIU steward department members aboard the *USNS Wilkes* proved to be an overwhelming success when their team efforts led to a remarkable score of 99 percent (out of a possible 100) on a recent Quality Assurance Inspection conducted by the Military Sealift Command (MSC) on April 7.

Chief Steward Ben Henderson reported, "Only by the steward department working closely together as a team could such a high score be possible. We are very proud of our accomplishment and have served not only our ship but also our union well by achieving such high results as SIU members."

Brother Henderson also reported in the ship's minutes that the *Wilkes'* storerooms are well supplied, clean and in good order,

and the crewmembers thanked the entire steward department for providing excellent meals.

In a written report filed with the MSC, the *Wilkes* crew was praised for its outstanding work.

The inspector wrote, "The *Wilkes* has an excellent program in place for cleanliness. Absolutely no grease buildup [exists], and storerooms are in excellent and neat condition."



The *Wilkes* galley gang is (from left, kneeling) ACU Jimmie Hill, SA Cameron Brintley, SA Robinson Tacang, SA Phillip Morris, SA Adele George, (second row) Chief Steward Ben Henderson, Chief Purser Dennie Cook, Chief Cook John Gehring, SA Suzanne Van Schoor, SA Jack Mohamad, Cook/Baker Kerry Roby and Nurse Thomas Jensen.



SAs Phillip Morris (left) and Adele George (right) are Piney Point graduates from the U.S. Virgin Islands who now sail in the steward department aboard the *Wilkes*.



Chief Steward Ben Henderson (left) poses with Chief Cook John Gehring after the military's Quality Assurance Inspection on April 7 in which they scored 99 percent, a very close to perfect score.

Inquiring Seafarer

Question: How do you feel about the Coast Guard assessing fees to acquire or renew a merchant marine documents?

(Asked of SIU members on ships in Toledo and Lorain, Ohio and Erie, Pa.)



Alan Maury, AB—It's terrible and everyone is trying to figure out what to do to get around it. The Coast Guard is overstepping their power by going into the private

lives of seamen. It is really none of their business. The past eight years under Reagan and Bush changed the Coast Guard into a police agency for the government. It's very unfair.

Bob Evavold, AB/Watchman—We pay enough in taxes. We shouldn't have to pay out more because we are seafarers.



Robert Heath, Second Cook—We get taxed enough. It shouldn't come out of our pockets. The Coast Guard gets paid enough. I think it's ridiculous for them to charge us to better ourselves.

Roy Calo, Second Cook—It is crazy to charge us to get a new document when we upgrade. Why should it come out of my pocket when I upgrade my skills and improve myself so that I can get better jobs? It is really unfair.



Al Damer, Deckhand—It is taxation without representation. We don't like taxes being put on us without our say. They are hitting the merchant mariner from

every angle possible.

Tom Chabot, AB/Watchman—Just another tax to hold your job. We all agree it's not fair. We've gone so long without it. The merchant marine is hurting out here on the Great Lakes and now they do this and it hurts us even more. What about the young guys starting out?

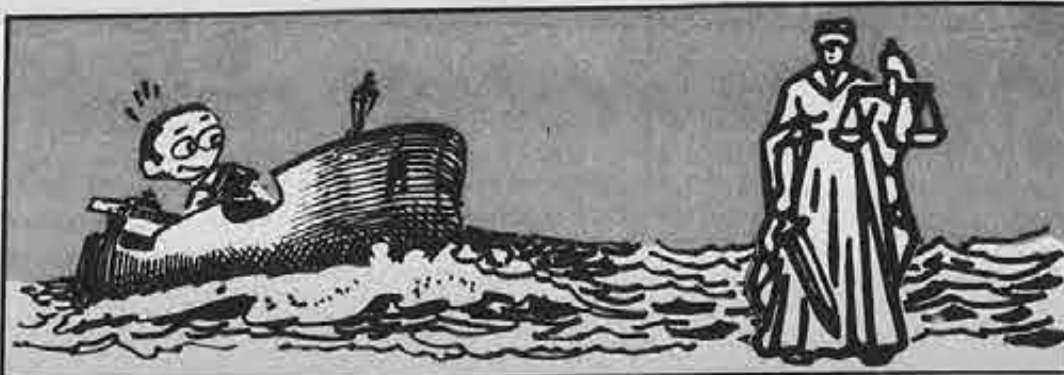


John Olsen, Wiper—They are trying to get us to financially support the Coast Guard for bettering ourselves. It is way too steep. If they must make us pay, it should be less or the mariner should make more to afford it. It isn't right to pay for our jobs.

Randy Frank, Gateman—I don't see why we must support the Coast Guard. We work hard for our money.



John Frankovich, Conveyorman—I don't see why we should get them renewed. Why should we pay for something we already got? Sounds like the Coast Guard is looking for a steady income from the merchant mariner.



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.



CONTRIBUTE TO THE SEAFARERS POLITICAL ACTION DONATION

Digest of Ships Meetings

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

Ships minutes 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.

OOCL INSPIRATION (Sea-Land Service), December 13, 1992—Chairman **John Bertolino**, Secretary **Edward Collins**, Educational Director **Jerry Dellinger**. Chairman announced payoff and asked members to donate to SPAD and movie fund. Secretary thanked crewmembers for keeping pantry clean and urged them to upgrade at Paul Hall Center. Treasurer reported \$68 in ship's fund. No beefs or disputed OT reported. Crew asked contracts department to look into extending vacation time. Crew requested new chairs for crew lounge and thanked steward department for job well done. Next port: Charleston, S.C.

OOCL INSPIRATION (Sea-Land Service), December 20, 1992—Chairman **F. Goethe**, Secretary **V. Harper**, Educational Director **D. Bush**. Chairman urged members to take advantage of Lundeberg School and donate to SPAD. No beefs or disputed OT reported. Crew asked contracts department to look into improved dental and optical benefits and clarification of watchstanding wheel relief. Crew gave vote of thanks to steward department. Next port: Charleston, S.C.

LNG LEO (ETC), January 31—Chairman **Albert Pickford**, Secretary **Henry Jones Jr.**, Educational Director **John Wong**, Deck Delegate **Michael Presser**, Engine Delegate **M.J. Brennon**, Steward Delegate **A. Rippel**. Chairman reminded members to support SPAD and upgrade skills at Piney Point. He reminded crewmembers to respect one another. Educational director urged members to upgrade at Lundeberg School. Treasurer reported \$700 in ship's fund and \$40 in SIU communication fund. No beefs or disputed OT reported. Chairman reminded crew to keep recreation room clean and stop noise in passageways at night. Crew gave steward department vote of thanks. Next port: Arun, Indonesia.

RICHARD G. MATTHIENEN (Ocean Shipholding), February 11—Chairman **J.T. Martin**, Secretary **C. Mosley**, Educational Director **Wendell Parrish**, Deck Delegate **George Jordanides**, Engine Delegate **Dean Dobbins**. Treasurer reported \$218.19 in ship's fund and \$108 in crew's fund. No beefs or disputed OT reported. Crewmembers requested patrolman in next port. Crew thanked galley gang for great food

Shipboard Camaraderie



QMED/Pumpman Monte Beck (left) and Chief Cook Jack Hart attend a union meeting aboard the ITB Philadelphia.

and job well done. Chairman reminded crewmembers not to slam doors and to keep crew lounge doors closed. Next port: Long Beach, Calif.

SEA-LAND INDEPENDENCE (Sea-Land Service), February 3—Chairman **Francis Adams**, Secretary **Nancy Heyden**, Educational Director **Chris Devonish**, Deck Delegate **Victor De Jesus**, Engine Delegate **Saleh Ali**, Steward Delegate **Cecil Gubish**. Chairman reported everything running smoothly. He encouraged crewmembers to write senators and congressmen urging support of merchant marine. He thanked all union members who helped campaign for the new Democratic administration and reminded crew to donate to SPAD and MDL. Educational director encouraged crew to upgrade at Lundeberg School and get GED if needed. Treasurer gave vote of thanks to Tom "Mad Mikey" Bullen for tapes on investments. He reported \$60 in ship's fund and \$70 in movie fund. Engine delegate reported beefs and disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew thanked manager of Seaman's Club in Yokohama, for delivering Seafarers LOGs. Crew requested new VCR and were reminded to rewind tapes and put them back in jackets. Next port: Long Beach, Calif.

SEALIFT ANTARCTIC (IMC), February 1—Chairman **R. Huyett**, Secretary **E. Dumont**, Educational Director **S. Handsford**, Deck Delegate **Brian Johnston**, Engine Delegate **James Williams**, Steward Delegate **M. Abdulla**. Chairman reported crewmembers saving ship's fund to purchase exercise equipment.

CLEVELAND (Sealift Bulkers), March 12—Chairman **Shawn Orr**, Secretary **Michael Baker**, Educational Director **D. Melanio**, Steward Delegate **Miguel Vinca**. Chairman reported dryer in crew laundry fixed and all crewmembers due transportation upon arrival. Secretary notified crew that letter was sent from last port requesting patrolman upon arrival in Hawaii. Educational director urged members to take advantage of Piney Point and upgrade. Treasurer reported purchase of six movies. No beefs or disputed OT reported. Crew asked contracts department to clarify time crewmembers can stay on board and DEU's specific sanitation duties. Crew reported dishwashers and refrigerator need repairs. Next port: Pearl Harbor, Hawaii.

COVE TRADER (Cove Shipping), March 28—Chairman **C.E. Pryor**, Secretary **G. Quinn**, Educational Director **A. Hickman**, Deck Delegate **D. Calotter**, Engine Delegate **L. Reynolds**, Steward Delegate **D. Payne**. Chairman reminded crew to help separate plastics and keep galley spaces clean. Educational director urged members to upgrade at Lundeberg School. Deck delegate reported beef. No beefs or disputed OT reported by engine delegate. Steward delegate reported everything running smoothly. Crew gave vote of thanks to steward department. Next port: Tampa, Fla.

JULIUS HAMMER (OCCI), March 14—Chairman **Richard**

Nicholas, Secretary **F. Corder**, Deck Delegate **Tom Orzechowski**, Steward Delegate **Franklyn Cordero**. Chairman reported Seafarers LOGs received but other mail very slow. Secretary requested refrigerators for individual rooms. Deck delegate reported beefs and disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew asked contracts department to look into improved care for dependents and better dental and eye care. Crew requested new shortwave radio and VCR. Crew thanked galley gang for job well done. Next port: Tampa, Fla.

LIBERTY STAR (Liberty Maritime), March 7—Chairman **Ray Todd**, Secretary **H. Williams**, Educational Director **James Thibodeau**, Engine Delegate **Isaac Rowel**, Steward Delegate **Gerardo Lopez**. Chairman reported ship en route to Poland with grain and corn. He announced payoff in New Orleans during first week of April. No beefs or disputed OT reported. Crew praised galley gang for good job.

LNG ARIES (ETC), March 21—Chairman **Ulus Veach**, Secretary **Doyle Cornelius**, Educational Director **Riley Donahue**, Deck Delegate **Raphael Vargas**, Engine Delegate **Kevin Conklin**, Steward Delegate **Udjang Nurdjaja**. Chairman thanked crewmembers for cooperation in keeping noise down while others are sleeping. Secretary thanked entire crew for keeping lounge clean. Educational director reminded all crewmembers to upgrade at Lundeberg School and announced posting of upgrading schedule. No beefs or disputed OT reported. Crew gave vote of thanks to steward department for poolside barbecues.

NEWARK BAY (Sea-Land Service), March 23—Chairman **Fred Collins**, Secretary **Jerome Jordan**, Educational Director **Richard Johnsen**, Deck Delegate **Tommy Benton**, Engine Delegate **Philip Pardovich**, Steward Delegate **Wille Grant**. Chairman announced payoff upon arrival. Secretary thanked crewmembers for 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. Crewmembers thanked galley gang for job well done. Next port: Charleston, S.C.

OMI COLUMBIA (OMI Corp.), March 31—Chairman **A.J. Eckert**, Secretary **P.P. Lopez**, Deck Delegate **W.K. Blankenship**, Engine Delegate **T.F. Evans**, Steward Delegate **J.A. Barahona**. Chairman reported captain happy with the way crew did jobs. He reminded crewmembers to clean rooms and make sure keys are turned in before signing off. He thanked and told crew it was a pleasure sailing with such a good group. Educational director urged members to upgrade at Paul Hall Center and keep up with dues. No beefs or disputed OT reported. Crew asked contracts department to look into mandatory retirement at age 62. Crew gave vote of thanks to galley gang for job well done. Next port: Portland, Ore.

OMI WILLAMETTE (OMI Corp.), March 27—Chairman **M. McDuffie**, Secretary **R. Scott**, Educational Director **F.V. Vogler**, Deck Delegate **Frank Lyle**. Chairman announced payoff in Houston. He reported more union meetings needed to keep in touch with union values. No beefs or disputed OT reported.

OVERSEAS NEW ORLEANS (Maritime Overseas), March 23—Secretary **Carlito Navarro**. Secretary reported good trip with no beefs or disputed OT. Educational director urged members to upgrade at Piney Point for job

security. Crewmembers asked contracts department to look into improved death benefits and glasses and prescription programs. Crew gave vote of thanks to steward department. Next port: Deer Park, Texas.

OVERSEAS OHIO (Maritime Overseas), March 22—Chairman **George Schuj**, Secretary **Earl Gray**, Educational Director **D. Bautista**, Deck Delegate **Thomas Howell**, Engine Delegate **W. Behan**, Steward Delegate **Shari Smitson**. Chairman reported smooth sailing and payoff. He urged members to keep in touch with union by attending all meetings. Secretary announced next voyage will be to West Coast. He urged crewmembers to attend Lundeberg School and upgrade skills. Educational director encouraged

Crew asked contracts department to look into improved medical coverage and death benefits.

SEA-LAND DISCOVERY (Sea-Land Service), March 21—Chairman **Nelson Sala**, Secretary **J. Colls**, Educational Director **Joseph Shuler**, Deck Delegate **Ramon Castro**, Engine Delegate **Juan Guari**, Steward Delegate **Dimas Rodriguez**. Chairman announced payoff and reported crew needs new VCR. Secretary reported everything running smoothly with no beefs or disputed OT. Chairman announced vessel in shipyard first week of June. Crew thanked galley gang for job well done. Next port: Elizabeth, N.J.

SEA-LAND INDEPENDENCE (Sea-Land Service), March 28—Chairman **Francis Adams**, Secretary **Nancy Heyden**, Educa-

Cookout Is a Group Effort



The steward department on board the Sea-Land Pacific gets great marks from the crew for its shipboard barbecues. From the left are Chief Cook Don Spangler, Steward George Bronson and AB Mel Talaloto

members to take advantage of Piney Point and continue supplying SIU vessels with best possible seamen. Crewmembers voted to use \$50 of ship's fund for fresh fish in Honolulu. No beefs or disputed OT reported. Crew gave vote of thanks to steward department for job very well done.

OVERSEAS PHILADELPHIA (Maritime Overseas), March 16—Chairman **Thomas Bluit**, Secretary **J. Rivera**, Educational Director **Patrick Coppola**, Deck Delegate **Keith Bennett**, Engine Delegate **Abdulrud Atiah**. Educational director reminded members to go to Paul Hall Center and upgrade in order to better oneself. No beefs or disputed OT reported. Crew gave vote of thanks to galley gang for good job. Next port: Tampa, Fla.

SEA-LAND ANCHORAGE (Sea-Land Service), March 31—Chairman **Garry Walker**, Secretary **J. Wright**, Educational Director **K. Bertel**, Deck Delegate **Steve Castle**, Engine Delegate **Raymond Clock**, Steward Delegate **William Bryley**. Chairman announced payoff and reminded crewmembers signing off to leave rooms clean with fresh linen. He reminded all crewmembers to check with boarding patrolman. No beefs or disputed OT reported. Crew discussed NAFTA and Seafarers' involvement. Crew reported waiting on information from contracts department regarding new contract. Crew gave vote of thanks to steward department. Next port: Tacoma, Wash.

SEA-LAND CHALLENGER (Sea-Land Service), March 7—Chairman **Barry Carrano**, Secretary **Norman Duhe**, Educational Director **Dann Manthel**, Deck Delegate **Juan Ayala**, Engine Delegate **Sima Padilla**, Steward Delegate **Pedro Santos**. No beefs or disputed OT reported.

tional Director **Raymond Machaj**, Engine Delegate **Saleh Ali**, Steward Delegate **Cecil Gubish**. Chairman discussed politics with crewmembers and encouraged SPAD and MDL donations. He thanked all departments for doing jobs in professional SIU way. Educational director urged members to upgrade skills at Piney Point and donate to SPAD. Deck delegate reported beefs and disputed OT. Disputed OT reported by engine and steward delegates. Crewmembers requested new movies and VCR for crew lounge. Crew gave vote of thanks to steward department. Next port: Long Beach, Calif.

SEA-LAND PACIFIC (Sea-Land Service), March 14—Chairman **Lothar Reck**, Secretary **George M. Bronson**, Educational Director **F. Fredrickson**, Deck Delegate **Greg Johnson**, Engine Delegate **Prentiss Smith**, Steward Delegate **Donald Spangler**. Chairman reported crewmembers need new washing machine and dryer. He reminded crew to keep living quarters clean and gather plastic and aluminum in separate bags. He encouraged crewmembers to donate to SPAD. Secretary reported 13 movies brought aboard in Kaohsiung by AB Mel Talaloto and DEU Scott Melle. Educational director urged members to upgrade skills at Paul Hall Center. Treasurer reported \$80.34 in ship's fund and \$82 in movie fund for next trip. No beefs or disputed OT reported. Crew gave vote of thanks to steward department for cookouts. Request was made for no smoking in crew mess hall. Next port: Tacoma, Wash.

SEA-LAND PERFORMANCE (Sea-Land Service), March 28—Chairman **Richard Moss**, Secretary **H. Johnson**. Chairman

Continued on page 22

Ships Digest

Continued from page 21

announced payoff and thanked steward department for job well done. He reported smooth sailing with no beefs or disputed OT. Next port: Charleston, S.C.

SEA-LAND PRODUCER (Sea-Land Service), March 28—Chairman **J. Edwards**, Secretary **L. Hoffman**, Educational Director **G. Cruzen**, Deck Delegate **R. Vicari**, Engine Delegate **L. Diaz**, Steward Delegate **M. Aboulla**. Chairman announced relief bosun will come aboard in Long Beach, Calif. for two trips. Educational director reminded members to upgrade at Piney Point. Treasurer reported \$55 in crew's fund. No beefs or disputed OT reported. Crew asked contracts department to look into dental plan. Chairman reminded crewmembers to lock library while in port due to missing video tapes. Next port: Oakland, Calif.

SEA-LAND TRADER (Sea-Land Service), March 23—Chairman **Mike Willis**, Secretary **Jim Weed**, Educational Director **Mihone Sabin**, Deck Delegate **Tom Mylan**, Engine Delegate **W.J. Lee Jr.**, Steward Delegate **Charles Atkins**. Chairman reported captain requested all OT be put on separate sheets of paper to be turned in for payment. Educational director reminded members to upgrade skills at Piney Point. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Chairman announced patrolman boarding ship at payoff. Crew requested vessel be sprayed for bugs and pests every time ship finishes voyage. Chairman and crewmembers thanked galley gang for good food and service. Next port: Tacoma, Wash.

SEA-LAND VALUE (Sea-Land Service), March 21—Chairman **D. Leon Jr.**, Secretary **J. Grundy III**, Educational Director **Steve Miller**, Deck Delegate **Tom Kilbride**, Engine Delegate **Gerard Rogers**. Chairman reported crew lounge needs two new chairs and suggested phone be put in chief cook's room in case of accident or ill health. Secretary gave vote of thanks to deck department and engine room with special thanks to chief electrician. Steward delegate reported beef. No beefs or disputed OT reported by deck or engine delegates. Chairman gave special vote of thanks to steward department for hard work and good job by all. Next port: Elizabeth, N.J.

SEALIFT ATLANTIC (IMC), March 10—Chairman **Carlos Loureiro**, Deck Delegate **Doug Lawton**, Engine Delegate **William Kehle**, Steward Delegate **Brian Lindsley**. Chairman announced payoff. No beefs or disputed OT reported. Chairman reminded crew-

members not to stand on equipment in lifeboats and to shut down fire hoses tightly after using fire pump. Next port: Houston.

SEALIFT ATLANTIC (IMC), March 29—Chairman **Carlos Loureiro**, Secretary **O. Angeles**, Deck Delegate **Doug Lawton**, Engine Delegate **William Kehle**, Steward Delegate **Joseph Ryan**. Chairman announced payoff in Beaumont, Texas. Educational director encouraged eligible members to upgrade at Piney Point. No beefs or disputed OT reported. Crew asked contracts department to look into collecting retirement in lump-sum payment before age 65. Steward department requested larger variety of stores in order to add items to menu. Next port: Tampa, Fla.

SUGAR ISLANDER (Pacific Gulf Marine), March 26—Chairman **William Dean**, Secretary **Cesar Blanco**, Educational Director **Clifford Hall**. Chairman encouraged members to go to Paul Hall Center and upgrade skills. Secretary reminded crew of importance of SPAD donations. No beefs or disputed OT reported. Crew requested carpet cleaning and new VCR. Next port: Galveston, Texas.

USNS BARTLETT (Bay Ship Management), March 28—Chairman **Thomas Gagnon**, Secretary **Charles Fincher**, Educational Director **Eric Sutton**, Deck Delegate **Henry Morin**, Steward Delegate **James Jordan**. Educational director encouraged crewmembers to upgrade at Piney Point. Mobile Patrolman **Ed Kelley** delivered *Seafarers LOGs* to crewmembers at payoff. Crewmembers voted to buy new VCR. Chairman announced Bay Ship and MSO representatives will meet ship upon arrival in New Orleans if crewmembers have questions. Crew requested a grill for cookouts.

USNS WILKES (Bay Ship Management), March 29—Chairman **Tom Trehern**, Secretary **Ben Henderson**, Educational Director **Clarence Brown**, Deck Delegate **J. Davis**, Steward Delegate **Donald Mann**. Chairman announced safety bonus for December 1992 and January 1993 and reminded crew to read memo on jobs. Secretary reported storerooms well supplied, clean and in good order. Treasurer reported \$190 in ship's fund. No beefs or disputed OT reported. Crew voted to keep TV on during meal hours in crew mess hall. Crew reported safety bonus had not been received. Next port: Honolulu.

CAPE HENRY (IOM), April 13—Chairman **Thomas Votsis**, Secretary **Al Holland**, Educational Director **Irwin Rousseau**, Deck Delegate **Troy Cooley**, Engine Delegate **Troy Flemming**, Steward Delegate **James Alston**. Chairman announced no beefs or disputed OT reported and thanked crew for job well done. He en-

couraged members to upgrade at Lundeberg School, keep up dues and contribute to defense league fund. Crew thanked galley gang for good job. Next port: Oakland, Calif.

CHARLESTON (Apex Marine), April 13—Chairman **Anthony Maben**, Secretary **R. Poovey**, Educational Director **Richard Gracey**, Deck Delegate **Gary Gambrel**, Engine Delegate **A. Wadsworth**. No beefs or disputed OT reported. Crew thanked steward department for great meals. Next port: Elizabeth, N.J.

LIBERTY BELL (Liberty Maritime), April 11—Chairman **C. Loveland**, Secretary **Bud Marchman**, Educational Director **Mark Ruhl**. No beefs or disputed OT reported.

MOKU PAHU (Pacific Gulf Marine), April 18—Chairman **D.M. Ticer**, Secretary **A.F. Sun-cin**, Educational Director **G. Dahl**, Steward Delegate **John Pratt**. Secretary reminded crewmembers to keep mess hall clean. No beefs or disputed OT reported. Crew received payoff. Entire crew gave vote of thanks to steward department.

OOCL INNOVATION (Sea-Land Service), April 4—Chairman **F. Goethe**, Secretary **V. Harper**, Educational Director **V. Bolton**, Deck Delegate **A. Fabre**, Engine Delegate **G.A. Yore**, Steward Delegate **M.A. Harris**. Chairman reminded crewmembers to check for safety violations and notify department heads. Treasurer reported \$75 in ship's funds. No beefs or disputed OT reported. Chairman announced response from contracts department regarding emergency leave. He reminded crewmembers to return all movies to movie locker. Crew gave vote of thanks to galley gang. Next port: Elizabeth, N.J.

OVERSEAS HARRIETTE (Maritime Overseas), April 11—Chairman **Carlos Spina Jr.**, Secretary **T. Davalie**. Chairman announced *Seafarers LOGs* received. He reported all departments have been extra cooperative. Secretary reported new stores will be purchased in Durban, South Africa when stopping for bunkers. Educational director reported ship's reading material the best there is, and VCR will be fixed next port. Deck delegate reported beefs. No beefs or disputed OT reported by engine or steward delegates. Steward delegate reported crew thinks food is excellent. Captain complimented galley gang on job very well done.

RALEIGH BAY (Sea-Land), April 4—Chairman **Howard Knox**, Secretary **J. Speller**, Educational Director **David Dukehart**. Educational director reminded members to upgrade at Paul Hall Center and put movies away after viewing. No beefs or disputed OT reported. Crew gave vote of thanks to steward department for job well done.

RICHARD G. MATTHIENEN (Ocean Shipholding), April 15—Chairman **J.T. Martin**, Secretary **C. Mosley**, Educational Director **W. Parrish**, Deck Delegate **Wayne Cosey**, Engine Delegate **Dean Dobbins**, Steward Delegate **S. Sparks**. Treasurer reported \$254.44 in ship's fund and \$86.61 in crew's fund. No beefs or disputed OT reported. Chairman announced company bought new TV for crew lounge. Crew reported new washing machine will be brought aboard in San Diego. Chairman reminded members not to slam doors and to keep crew lounge door closed. Crew thanked galley gang for good meals and keeping tidy ship.

SEA-LAND CHALLENGER (Sea-Land Service), April 4—Chairman **Roy Williams**,

Secretary **Norman Duhe**, Educational Director **Dann Manthel**. Crew asked contracts department to look into improving death benefits and pension plan. Crew thanked galley gang for good food and service.

SEA-LAND DEVELOPER (Sea-Land Service), April 4—Chairman **T. Murphy**, Secretary **L. Pinn**, Educational Director **J. Ross**, Deck Delegate **Steven Baker**, Steward Delegate **James Boss**. Chairman announced payoff April 11 and reported everything going well with professional and hard-working crew. Secretary thanked crew for keeping ship clean. Educational director reminded members to upgrade at Lundeberg School and donate to SPAD. Treasurer reported 25 new movies purchased. No beefs or disputed OT reported. Crewmembers asked contracts department for update on negotiations. Next port: Tacoma, Wash.

SEA-LAND EXPLORER (Sea-Land Service), April 18—Chairman **Oscar Wiley**, Secretary **D. Clay**, Educational Director **G. Pol-lard Lowsley**, Deck Delegate **William Murphy**. No beefs or disputed OT reported. Crew reported safe, accident-free voyage with fine job done by steward department. Crew thanked GSU for keeping sparkling clean decks and mess hall. Next port: Long Beach, Calif.

SEA-LAND HAWAII (Sea-Land Service), April 1—Chairman **Walter Weaver**, Secretary **G.S. Lynch**, Educational Director **Jose Del Rio**, Deck Delegate **Lee Selico**, Engine Delegate **Ricky Williams**, Steward Delegate **Joseph Laureta**. Chairman noted kudos from captain for fine performance by all crewmembers through bad weather. Secretary reminded crew to secure recreation room chairs in bad weather and keep pantry area clean. Educational director informed members about safety meeting items and reminded them of opportunities available for those who upgrade at Paul Hall Center. No beefs or disputed OT reported. Secretary reported new VCR for next voyage will come aboard upon arrival in port. Crew announced new books received will be turned over to Seaman's Club in Yokohama because there are not enough shelves to keep them all on board. Next port: Long Beach, Calif.

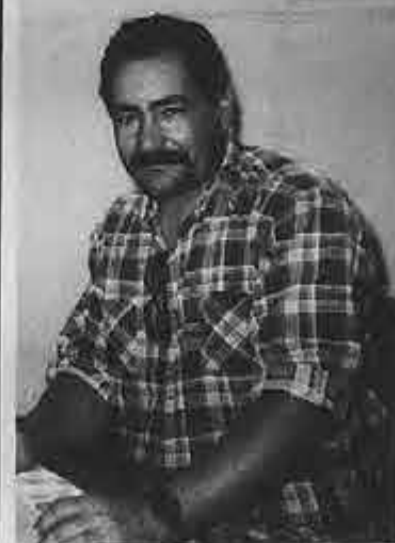
SEA-LAND INTEGRITY (Sea-Land Service), April 11—Chairman **Jose Ross**, Secretary **K.D. Jones**, Educational Director **Dennis Baker**, Deck Delegate **A. Haarmann**, Engine Delegate **Philip Zalewski**, Steward Delegate **Charles Ratcliff**. Chairman thanked crewmembers for job well done. Secretary commended crewmembers for heroism and skillful performance on rescue of eight English seamen aboard the *Vander-decken*. Educational director reminded members to upgrade at Piney Point. No beefs or disputed OT reported. Chairman urged crew to donate to SPAD. Crew thanked steward department for job well done during rescue mission. Next port: Charleston, S.C.

SEA-LAND NAVIGATOR (Sea-Land Service), April 11—Chairman **Howard Gibbs**, Secretary **Louis Nicoud**, Educational Director **Walter Stevens**, Deck Delegate **Sean O'Doherty**, Engine Delegate **Robert Zurfluh**, Steward Delegate **Raymond Garcia**. Educational director urged members to upgrade at Piney Point. No beefs or disputed OT reported. Crew thanked galley gang for good food and clean ship. Crew also gave special vote of thanks to deck delegate **Sean O'Doherty** for good job. Next port: Tacoma, Wash.

SEA-LAND PRODUCER (Sea-Land Service), April 18—Chair-

man **Carroll Heick**, Secretary **L. Hoffman**, Educational Director **J. Smitko**, Deck Delegate **R. Vicari**, Engine Delegate **J. Smiley**, Steward Delegate **M. Abdullah**. Chairman announced payoff.

Mobile Meeting



OS Angel Passapera attends a union meeting on board the *American Heritage* during a recent stop in Mobile, Ala.

Educational director reminded members to attend Lundeberg School and upgrade skills. Treasurer reported \$55 in ship's fund. No beefs or disputed OT. Chairman reported videotapes will continue to be purchased at rate of 15 to 20 per month from crew entertainment fund. Next port: Oakland, Calif.

SEA-LAND RELIANCE (Sea-Land Service), April 8—Chairman **R. McGonagle**, Secretary **G. Sivley**, Educational Director **A. Jaramillo**, Deck Delegate **Thomas Schroeder**, Engine Delegate **R. Wasserman**, Steward Delegate **John McCree Jr.**. Chairman asked crew not to remove safety belts from stack, they are for gangway only. He thanked crew for smooth trip. Educational director stressed importance of donating to SPAD. No beefs or disputed OT reported. Crew thanked galley gang for job well done. Next port: Tacoma, Wash.

SEA-LAND SPIRIT (Sea-Land Service), April 11—Chairman **Christopher LoPiccolo**, Secretary **H. Curry**, Educational Director **H. Manzer**. Educational director reported two crewmembers from engine department going to Piney Point to upgrade skills. No beefs or disputed OT reported. Chairman thanked crew for donations that made new gym possible. Crew requested transportation from ship to gate. Next port: Oakland, Calif.

UST PACIFIC (IOM), April 8—Chairman **W. Csapo**, Secretary **R. Evans**, Educational Director **A. Mercado**, Engine Delegate **K. Graham**, Steward Delegate **K. Swain**. Chairman reported mail problem discussed with captain. He noted packages must be smaller and addresses printed clearly and accurately. He also reported cotton coveralls will be on board in next port. Educational director encouraged members to upgrade at Paul Hall Center and take advantage of fine facilities and education. Treasurer reported \$50 in ship's fund. New treasurer **AB Andy Barrows** elected. No beefs or disputed OT reported. Crew reported *Seafarers LOGs* not yet received. Crew suggested re-winder for VCR be purchased. Crew discussed Coast Guard policy on respirators for those with facial hair. Crew reported new washing machine and dryer needed. A vote of thanks given to steward department for job well done. Next port: Galveston, Texas.

Tying Up Loose Ends



The crew lounge of the *Sea-Land Crusader* was the location of the ship's union meeting in Port Elizabeth, N.J. recently. From the left are OMU **Alfred Gonzalez**, Steward **Nick Andrews**, OMU **Angel Hernandez**, AB **Reyes Flores**, SIU Assistant Vice President **Kermett Mangram** and Bosun **Rafael Vega**.

Final Departures

DEEP SEA

RICHARD BLAKE



Pensioner Richard Blake, 73, passed away April 8. Born in Minnesota, he joined the Seafarers in 1942 in the port of New York. He sailed in the deck department. Brother Blake began receiving his pension in September 1974.

NATHAN COLLINS

Nathan Collins, 39, died February 24. A native of Weatherford, Texas, he joined the SIU in 1991 in the port of Houston. Brother Collins sailed in the deck department.

GABRIEL MORALES

Pensioner Gabriel Morales, 73, passed away April 17. Born in Puerto Rico, he joined the union in 1968 in the port of New York. Brother Morales sailed in the deck department. He served in the U.S. Army from 1945 to 1946. Brother Morales retired in October 1985.

ROBERT ROSADO

Robert Rosado, 36, died September 21, 1992. A New York native, he graduated from the Lundeberg School in 1979. Brother Rosado sailed in the deck department. He upgraded at Piney Point in 1982. Brother Rosado served in the U.S. Navy from 1975 to 1978.

LESTER STONEBRAKER



Pensioner Lester Stonebraker, 72, passed away April 24. Born in Tyrone, Pa., he joined the Seafarers in 1970 in the port of Baltimore. He sailed in the deck department. Brother Stonebraker served in the U.S. Navy from 1944 to 1946. He began receiving his pension in February 1992.

CHARLES WESLEY

Pensioner Charles Wesley, 68, died March 18. A California native, he joined the SIU in 1978 in the port of San Francisco. He was a member of the Marine Cooks and Stewards (MCS) before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters Division (AGLIWD). Brother Wesley sailed as a chief cook and upgraded frequently at Piney Point. He retired in February 1987.

DONOVAN HUGHES



Pensioner Donovan Hughes, 55, passed away March 24. Born in Honolulu, he joined the union in 1959 in the port of San Francisco. Brother Hughes sailed in the steward department. He served in the U.S. Army from 1956 to 1959. Brother Hughes began receiving his pension in January 1988.

OSKAR KALA



Pensioner Oskar Kala, 87, died April 30. A native of Estonia, N.Y., he joined the Seafarers in 1941 in the port of New York. Brother Kala sailed as a chief electrician. He retired in November 1972.

FERLTON MEARS



Pensioner Ferlton Mears, 62, passed away May 2. Born in Wachapreague, Va., he joined the SIU in 1955

in the port of Norfolk, Va. Brother Mears completed the bosun recertification course at the Lundeberg School in 1975. He began receiving his pension in August 1983.

JOSEPH MUCIA SR.



Pensioner Joseph Mucia Sr., 65, died April 11. Born in Brooklyn, N.Y., he joined the union in 1947 in the port of New York. Brother Mucia completed the bosun recertification course at Piney Point in 1979. He served in the U.S. Army from 1954 to 1956. Brother Mucia retired in August 1989.

JESUS DELOS REYES



Pensioner Jesus Delos Reyes, 77, passed away April 28. A native of the Philippines, he joined the Seafarers in 1964 in the port of New York. Brother Reyes completed the steward recertification course at the Lundeberg School in 1977. He began receiving his pension in January 1982.

ELMER RUSHING

Pensioner Elmer Rushing, 80, died April 13. Born in Mississippi, he joined the SIU in 1940 in the port of New Orleans. Brother Rushing sailed as a bosun. He retired in May 1974.

GAVINO SANDIEGO

Pensioner Gavino Sandiego, 86, passed away December 18, 1992. A native of the Philippines, he joined the Marine Cooks and Stewards in 1957 in the port of San Francisco, before that union merged with the AGLIWD. Brother Sandiego began receiving his pension in August 1972.

LAKES

JOSEPH CHERUBINI



Joseph Cherubini, 65, died April 14. Born in Calumet, Mich., he joined the

union in 1979 in the port of Frankfort, Mich. He sailed in the steward department. Brother Cherubini served in the U.S. Army from 1950 to 1952.

JAMES SMITH



Pensioner James Smith, 76, died April 20. Born in Germfask, Mich., he joined the Seafarers in 1958 in the port of Detroit. Brother Smith sailed in the engine department. He served in the U.S. Army from 1941 to 1945. Brother Smith began

receiving his pension in April 1982.

FRANCIS MOEN

Pensioner Francis Moen, 74, passed away April 25. A native of Bagley, Minn., he joined the SIU in 1960 in the port of Detroit. Brother Moen sailed in the engine department. He served in the U.S. Army from 1943 to 1946. Brother Moen retired in April 1984.

RAILROAD MARINE

JOHN ROSCHEFSKY

Pensioner John Roschefskey, 84, died April 9. Born in Staten Island, N.Y., he joined the SIU in 1960 in the port of New York.

He sailed as a mate. Brother Roschefskey began receiving his pension in May 1974.

WILLARD BLAKE



Pensioner Willard Blake, 76, passed away April 8. A Virginia native, he joined the union in 1960 in the port of Norfolk, Va. Brother Blake sailed in the deck department with Chesapeake and Ohio Railroad. He served in the U.S. Navy from 1944 to 1945. Brother Blake retired in April 1971.

LNG Leo Crew Holds Memorial for Bosun William Smith



Crewmembers gather in silence as the captain plays "Amazing Grace" on the highland bagpipes. They are, from left, QMED John Smith, OS Francis Smith, AB Ed Gontha, AB Kenji Hoffman, QMED Tim Vanpelt, Recertified Bosun Jack Davis and Captain N.M. Smith.



QMED John Smith scatters the ashes of his father, William J. Smith, off the side of the *Leo*.

SIU crewmembers aboard the *LNG Leo* joined together in prayer, music and fellowship to bid farewell to Recertified Bosun William J. Smith, who passed away January 17.

The vessel stopped at 10 a.m. on Sunday, March 21 in the South China Sea, between the mainland of China and Taiwan, to hold a special memorial service for the late bosun as he had requested before his passing.

His son, QMED John H. Smith, and his brother, OS Francis H. Smith, were honored guests as well as Bosun John Davis, who sailed with the late recertified bosun for many

years.

Master N.M. Smith (no relation) read Psalm 23 as the ashes of Brother Smith were consigned to the sea by his son.

The ceremony concluded with the master playing "Amazing Grace," "Flowers of the Forest" and "Lochaber No More" on the highland bagpipes.

Born January 29, 1927, Bosun Smith joined the Seafarers in 1947 in his native Philadelphia and retired in January 1986. Late last month, he was inducted into the Philadelphia Boxing Hall of Fame for his prize fighting career in that city.

Seafarers Take Part in Chavez Funeral Procession



White-capped Seafarers join an estimated 35,000 mourners in the three-mile funeral procession of Cesar Chavez, president of the United Farm Workers of America, AFL-CIO (UFW), who died April 23 in San Luis, Ariz. at the age of 66.

San Diego Union-Tribune/Don Kohlbauer

Reiss Crewmembers Prefer Lakes Jobs to Florida Sun

Florida may have the climate, but the Great Lakes have the jobs, according to two SIU Sunshine State residents who sail aboard the *Richard Reiss*.

ABs Larry English and Alan Maury make the commute each spring to sign on to the bulkers that sail the Great Lakes. This year the duo is sailing aboard the Erie Sand Steamship Co. self-unloader.

Maury, who hails from Largo, Fla., was teaching school when friends told him about the merchant marines. "I figured I would try it out once and see what it was like," Maury recalled about his

first trip in 1974 which was on a Steinbrenner vessel. "I never left to go back to teaching."

English already had sailing in his blood. The Shady Grove, Fla. resident had completed a tour of duty with the Navy when he joined the SIU as a deep sea member. He sailed three years aboard Seatrain and other vessels to Vietnam before switching to the Great Lakes in 1976.

Residing in Florida and sailing on the Great Lakes allows the deck department members to "live and work in good climates year-round," English noted. "At

the beginning and end of the [sailing] season, the weather may be bad, but we're used to it and expect it up here."

"Besides, we know what we have to look forward to when we sign off," added Maury.

Both members noted they have relatives living along the Lakes who help to close some of the distance between the waterways and Florida.

The 620-foot *Reiss* carries rock, sand and salt to ports along the lower Lakes. The vessel was built in 1943 and converted to a self-unloader in 1964.



AB/Wheelsman Larry English makes the annual trek to the Lakes from his Florida home.



Gateman David Hubbard handles chores in the conveyor area.



Preparing to give Second Cook Ali Ahmed (right) his lunch order is Deckhand Mousa Saleh.



Reaching for a hammer on the tool wall is Oiler Larry Kaczrowski.



Steward Ed Heil acknowledges a lunch order.



AB Alan Maury favors job security to Florida sunshine and warmth.



Ready for work is OS Hussein Ali.



Wiper Jerry Spencley inspects the engine aboard the *Richard Reiss*.



One of the tasks for Oiler Doug Rumball is cleaning the strainers for oily water in the cooling water separator.



OS Kevin Bleau carries stores across the deck while the vessel is docked in the port of Erie, Pa.

Experts Warn Congress: Pipelines Are Biggest Oil Polluters

Continued from page 4

ecological effects can be devastating) inland spills from pipelines can produce groundwater contamination that persists for decades and may never be completely cleaned up."

Distorted Facts

The chief executive officer of Colonial, Donald R. Brinkley, in his written submission to the subcommittee, countered the testimony that pipelines are riddled with safety problems. "Data show that pipelines are the safest mode of transportation for petroleum and petroleum products," he said. He added that "Colonial's record is significantly better than that of the oil pipeline industry in general."

Rackleff pointed out in his written testimony that repeatedly "Colonial Pipeline has misrepresented both its company record and the industry record of spills and leaks."

Rackleff's group reviewed data Colonial had distributed to North Florida residents stating

that in 1990 pipelines spilled 18,709 gallons per billion ton-mile while water carriers spilled 44,458 gallons per billion ton-mile. Colonial claimed the data came from DOT. However DOT disavowed the data.

Colonial's statistics appeared to come from the government's Emergency Response Notification System, Rackleff said, "which counted less than 20 percent of the volume of oil pipeline spills in the 1980's." Colonial "ignored the more accurate OPS data."

Looking at 1991 and 1992 data, Colonial Pipeline "alone spilled more than did all the tankships and barges throughout the United States," Rackleff said.

Lack of Regulation

Marine transportation of oil and petroleum products is highly regulated, particularly since enactment of the Oil Pollution Act of 1990 (OPA '90), passed by Congress in the wake of the Exxon Valdez spill. Pipeline regulations are much less strin-

gent and as a result they "are not protecting the environment and public safety at the local level," Rackleff said.

One difference in regulatory standards highlighted in Rackleff's testimony is the level at which a spill must be reported. Hazardous liquid pipeline operators are required to report spills or leaks of more than 2,100 gallons or that involve \$5,000 or more in damages, or result in injuries or death.

Inspection Devices, Double-Skins

Pipeline companies should be required to "report all spills over one gallon, or [that] produce a visible sheen on waters, or that result in injury or \$100 in damage to company, private or public property," suggested Rackleff. "This would make petroleum pipeline incident reporting requirements consistent with requirements for other forms of government transportation."

The acting head of the government agency charged with pipeline safety noted that the regulations currently in effect do not go far enough in monitoring the nation's 1.7 million miles of gas pipelines and 152,000 miles of liquid pipelines.

"Existing federal resources alone will not adequately ensure the safe operation of pipeline facilities, given the size of the regulated community and the complexity of operations," said

Rose A. McMurray, acting administrator of DOT's Research and Special Programs Administration, which encompasses OPS.

The GAO representative testifying at the hearing pointed out that the government's National Transportation Safety Board (NTSB), the agency which investigates transport accidents and makes safety recommendations, had made a number of suggestions in the area of new pipeline regulations.

Li said despite these recommendations, there are no federal regulations requiring the periodic

'Existing federal resources alone will not adequately ensure the safe operation of pipeline facilities...'

— DOT's Rose McMurray

use of instrumented inspection devices (known as "smart pigs"), periodic hydrostatic testing or the installation of remotely controlled valves. The institution of these measures would be a good step in the direction of more responsible government regulations.

Rackleff urged Congress to be "more specific and forceful about technical standards" for

pipelines. He said his group advocates the use of double-wall pipe with continuous leak detection mechanisms for hazardous liquid pipelines in environmentally sensitive and high-density population areas.

Double-skin pipelines "can offer enhanced protection much the same as double-hull tankers, double-wall underground storage tanks, and secondary containment of aboveground storage tanks," Rackleff said.

While the concern of Congress and the public recently has focused on preventing oil spills from tankers, barges and ships in general, the testimony of the experts from government and the private sector at the pipeline safety hearing indicates that the nation would be well served by a stricter regulatory regime on pipelines.

The SIU is part of a coordinating organization which works to prevent further invasion of Florida communities by pipelines. The Florida Alliance—which brings together private citizens, community groups, public bodies, pilots' associations, marine industry representatives and insurance companies—also is working to secure safety standards for the nation's pipeline operations which will minimize the risks and dangers now present in this method of cargo transport.

SIU Pushes Legislation to Protect Seamen on Runaway-Flag Vessels

Continued from page 4

"H.R. 1517 is a chance for the United States to assert its moral leadership in the world," Turner testified during the hearing. "There are times when the United States—the world's only superpower and most stable long-term democracy—must step out in front when it comes to addressing human suffering and the exploitation of human beings."

Turner noted that in the area of environmental protection the U.S. took the lead in the world with the passage of the Oil Pollution Act of 1990, a bill which requires all vessels regardless of nationality operating in American waters to comply with its strict procedures and rules.

"What can be done for the environment can also be done in behalf of human beings," Turner concluded.

In opening the hearing, Subcommittee Chairman Austin J. Murphy (D-Pa.) stated passage of the bill would help to put "American shipping lines and the foreign shipping lines on a level playing field. [One of] the unfair advantages that foreign lines have over American lines is wiped away when this legislation is enacted."

Murphy also noted, "Foreign ship operators gain all the benefits of American commerce without having to obey any American worker protection statutes. These shipping lines find themselves in the enviable position of having their cake and eating it too. This situation creates an unfair double standard and leaves American shipping at a decided disadvantage."

John Sansone, who oversees a team of eight U.S.-based FOC inspectors for the International Transport Workers Federation (ITF), stated in testimony before the subcommittee, "One does not

need to be a union official, only someone with a keen eye and a concern for people to observe that foreign seamen on ships entering United States ports are often forced to perform their jobs under unsafe and unhealthy conditions and that they often act in ways that suggest they are fearful of the ship masters they work under."

Sansone stated he had testified before Congress about working conditions on runaway ships in October 1989 only to see the situation get worse since then. Among the problems he listed are poor health and safety conditions where food is improperly stored and drinking water is contaminated; cramped living quarters; undermanned vessels with overworked crews "forced to work long hours at sometimes dangerous jobs" and wage cheating.

After providing several specific examples of how runaway ships take advantage of their crews, Sansone said when the Coast Guard goes to investigate, "Foreign-flag ships can simply sail away from responsibility for their actions."

Thomas J. Schneider, speaking on behalf of AFL-CIO Maritime Committee, pointed out, "There is no legal or political validity to the argument that congressional jurisdiction should stop at the water's edge. Many laws, most recently the Oil Pollution Act, project U.S. concerns and interests into the world marketplace."

Supporting the remarks of the Turner, Sansone and Schneider, Deacon Robert M. Balderas, the national director of the Apostleship of the Sea, asked the subcommittee, "How long are we going to protect the unscrupulous shipowner?" The subcommittee has planned several visits to where runaway-flag vessels are docked before taking further action on the bill.

Sign Up for Piney Point Vacation

Memorial Day signals the beginning of summer. And summertime means a chance for a well-earned vacation.

But, just what is a summer vacation? Do the very words conjure up thoughts of lying on the beach... fishing... sailing... sightseeing... reading... swimming... spending quality time with the family?

A vacation can be all those things—and more—for SIU members and their families by taking advantage of the Paul Hall Center for Maritime Training and Education, the complex embodying the Harry Lundberg School of Seamanship in Piney Point, Md.

Piney Point vacationers can enjoy the school's comfortable accommodations, use of the recreational activities (including fishing, boating, tennis, swimming, exercise room, sauna, arts and crafts) and three meals a day.

But perhaps the best part of all is the location. The school is situated in St. Mary's County, just a little more than an hour's drive to many areas of historical importance and current enjoyment.

There's Washington, D.C., of course, and all the excitement of the nation's capital... or Baltimore, Md., home of the Baltimore Orioles baseball team... or Arlington, Va., site of the Pentagon and Arlington National Cemetery... or Alexandria, Va., where George Washington built his home, Mt. Vernon.

But one does not have to travel even that far. Many activities and events have been planned in Southern Maryland—seafood festivals, art exhibitions, antique and craft shows, concerts and theater productions.

Space is still available, so send the completed application form as soon as possible.

UNION MEMBER VACATION RATES

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

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

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

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

SEAFARERS TRAINING & RECREATION CENTER Vacation Reservation Information

Name: _____

Social Security number: _____ Book number: _____

Address: _____

Telephone number: _____

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

Date of arrival: 1st choice: _____ 2nd choice: _____ 3rd choice: _____

Stay is limited to two weeks.

Date of departure: _____

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

Lundeberg School Graduating Classes



Trainee Lifeboat Class 510—Graduating from trainee lifeboat class 510 are (from left, kneeling) Eric Lund, Jeramia Cooper, Eddie Pippins, Edwin Fuller, Vincent Ignieri, Stephen Berube, Lance Dyer, (second row) Jake Karaczynski (instructor), Eric Fultz, Ismael Fernandez, Steven Nelson, Patrick Vandegrift, Robert Bilger, Christian Beckas, (third row) Jason Stanish, Lee Harmason, Patrick McPherson, Michael Zabielski and Jerry Lott Jr.



Able Bodied Seaman—Completing the AB course on April 27 are (from left, kneeling) Ben Cusic (instructor), Jon Eipp, Jack Mills, Robert Costantino, David Albert, David Stanford, Edgar Diaz, (second row) Ricardo Sebastian, Waymon Sellers, Paul Carlton, Richard Barron, Jeffrey Hockfeld, Walter Oswald, Robert Dusich, (third row) Brad Haines, Rudolph Hyndman, Robert O'Connell, Keith Innes and Douglas Tuten.



Radar—Renewing their radar endorsements on April 23 are (from left, kneeling) Bruno Kalmeta, Chuck Hodges, John Brown, Dave Wendle, Albert Wheeler, Herman Rohman, (second row) Richard Benoit, Charlotte Winstead, (third row) Patrick Rawley, George Kebelis, Paul Grepo, James Brown (instructor), David Brusco and Joseph Humphrey.



Fireman, Oiler, Watertender—Working their way up the engine department ratings are (from left, kneeling) Matilde Zuniga, Joseph Perry, Deniel Butler, Jason Bonfont, Brandon Shannon, Allan Rogers, Gregory Carroll, (second row) Gerard La Porte, Richard Dunston, John Kissanis, Charles Donley, John Thompson, Vincent Merenda, John Miller, Alton Hickman, Kroeger Iobst, (third row) Daniel Johnston, Alfred Herrmann, Jeffrey Stuart, Brian Gelaude and Daniel Hoskins.



Third Mate—Completing the third mate course on April 16 are (from left, front row) Ray Flaykowski (instructor), James Tracey, Thomas Dowdell, Larry Sims, (second row) Philip Wilson, Calvin Miles and Donald Peterson. Not pictured are James Watts and John Toomey III.



Upgraders Lifeboat—Certificates of training were received by the April 6 class of upgraders. They are (from left, kneeling) Jake Karaczynski (instructor), Gary Mooney, James Gibson, (second row) Dimarko Shoulders, John Lange and Larry Pittman.



Welding—Members of the April 21 class in welding are (from left, kneeling) Mark Stewart, John Phillips, Woodrow Smith Jr., (second row) Bill Foley (instructor), John Copeland Jr., Ray Culpepper, Richard Hollis and Edward Jansen.



Celestial Navigation—Graduating from the celestial navigation course on April 8 are (from left) Jim Brown (instructor), Phil Rawley, Klein Smith, John Brown, Joseph Humphrey and Michael Presser. Not pictured is John Bigger.



Radar—Renewing their radar endorsements on March 3 are (from left, front row) Jon Watson, Warren Miller, (second row) Geof Murphy, George R. Wilson, Ricci Anderson and Jake Karaczynski (instructor).



Hazardous Materials—Completing the first 40-hour HAZMAT course are (from left, kneeling) Thomas Johnson, Ronnie Langley, Richard Thomas Pilkerton, Buzzy Higgs, Paul Wathen, (second row) Michael Presser, Mark Goddard, Allen Hurry, Joseph Turner and Jerry Cutchember.

LUNDEBERG SCHOOL 1993 UPGRADING COURSE SCHEDULE

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

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

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	July 19	August 27
	September 13	October 22
	November 8	December 17
<i>All students must take the Oil Spill Prevention and Containment class.</i>		
Shiphandling	August 23	September 3
	September 27	October 8
	November 8	November 19
Radar Observer - Unlimited	July 12	July 16
	August 16	August 20
	September 20	September 24
	November 1	November 5
Celestial Navigation	July 19	August 13
	November 22	December 17
Third Mate	August 30	December 10

Safety Specialty Courses

Course	Check-In Date	Completion Date
Oil Spill Prevention and Containment	August 2	August 6
	November 8	November 12
Lifeboatman	July 19	July 30
	August 16	August 27
	September 13	September 24
	October 11	October 22
Basic/Advanced Fire Fighting	November 8	November 19
	July 13	July 23
	September 7	September 17
Sealift Operations & Maintenance	November 2	November 12
	July 5	July 30
	August 30	September 24
	October 25	November 19

Recertification Programs

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

Steward 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	August 16	September 24
	November 8	December 17
Basic Electronics	August 30	September 24
Marine Electrical Maintenance I	July 6	August 27
Marine Electrical Maintenance II	September 13	October 22
Refrigeration Maint. & Operations	July 6	August 13
	September 13	October 22
Marine Electronics Technician I	September 27	November 5
Marine Electronics Technician II	November 8	December 17
Hydraulics	August 2	August 27
	September 13	October 8
Diesel Engine Technology	August 9	September 3
	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 Lundeborg School. Please contact the admissions office for enrollment information.

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

College Program Schedule for 1993

FULL 8-week sessions July 19 September 10

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 Lundeborg 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

- | | | |
|--|---|--|
| <input type="checkbox"/> AB/Sealift
<input type="checkbox"/> 1st Class Pilot
<input type="checkbox"/> Third Mate
<input type="checkbox"/> Radar Observer Unlimited
<input type="checkbox"/> Master Inspected Towing Vessel
<input type="checkbox"/> Towboat Operator Inland
<input type="checkbox"/> Celestial Navigation
<input type="checkbox"/> Simulator Course | <input type="checkbox"/> Marine Electrical Maintenance
<input type="checkbox"/> Pumproom Maintenance & Operation
<input type="checkbox"/> Refrigeration Systems Maintenance & Operation
<input type="checkbox"/> Diesel Engine Technology
<input type="checkbox"/> Assistant Engineer/Chief Engineer Motor Vessel
<input type="checkbox"/> Original 3rd Engineer Steam or Motor
<input type="checkbox"/> Refrigerated Containers Advanced Maintenance
<input type="checkbox"/> Electro-Hydraulic Systems
<input type="checkbox"/> Automation
<input type="checkbox"/> Hydraulics
<input type="checkbox"/> Marine Electronics Technician | ALL DEPARTMENTS
<input type="checkbox"/> Welding
<input type="checkbox"/> Lifeboatman (must be taken with another course)
<input type="checkbox"/> Oil Spill Prevention & Containment
<input type="checkbox"/> Basic/Advanced Fire Fighting |
|--|---|--|

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: Lundeborg Upgrading Center, P.O. Box 75, Piney Point, MD 20674.



SEAFARERS

Have you planned your summer vacation?

The Lundeberg School can provide you and your family with an excellent vacation site. For details and rates, see page 25.

Integrity's Skillful Rescue Saves Lives of Eight Englishmen



Crewmembers aboard the *Sea-Land Integrity* pose with the eight Englishmen whose lives they saved.

SIU members aboard the *Sea-Land Integrity* battled fierce winds, seas and rain to rescue eight Englishmen adrift aboard the sailing yacht *Vanderdecken* on April 10.

According to reports from crewmembers and from Sea-Land Service officials, a call from the captain of the stricken vessel was received at approximately 4:40 p.m. requesting immediate assistance. The vessel was en route to Ireland from the Bahamas when severe weather conditions caused structural failure of the stern fastenings. Violent waves continued to crash against the stern, causing the wooden sailboat to fill with water very quickly.

It took the *Integrity* approximately four hours to reach the *Vanderdecken*, which by this time had little power left. Gale force winds, rough seas and nightfall made locating the vessel difficult.

QMED Dennis Baker told a reporter from the *Seafarers LOG*, "We knew it was going to be difficult when dark started to fall. When we reached them, they had been using buckets for four hours to get the water out because the bilge pump couldn't keep up with the amount that continued to come into the boat."

Crewmembers lowered lines down to the yacht and, using a pilot hoist ladder, brought all eight Englishmen safely aboard the *Integrity*.

"From the first to the last sailor, it took us 12 minutes," the

QMED recalled. "It was very dangerous and we had to work quickly. At times we weren't sure we could do it."

"The mast was swinging back and forth in the wind and barely missing some of the men as we brought them up the ladder," Baker stated.

The severe winds and waves caused the abandoned vessel to cling to the side of the *Integrity*. Engines aboard the *Sea-Land* ship had to be reversed to safely break away from the sailboat.

"It was a very calm and cool

rescue considering the circumstances. It really worked out well," the QMED added.

In the ship's minutes, Bosun Jose Ross thanked the crew for exceptional heroism and skillful performance in the rescue of the *Vanderdecken* crew.

The Englishmen sailed with the SIU crew into Charleston, S.C., where they acquired plane tickets for a return flight to London.

The photos accompanying this story were provided by Able Seaman A. Haarmann.



The *Vanderdecken's* mast was swinging back and forth, barely missing some of the men as they were brought up the ladder to safety.

Seven Cuban Refugees Plucked from Sinking Raft

Seafarers aboard the *OMI Charger* endured up to eight-foot swells to rescue seven Cuban refugees while the tanker was steaming toward Port Everglades, Fla. on May 6.

Bosun Eugene Beverly reported to the *Seafarers LOG* that AB Oscar Osmund was standing at 2 p.m. when he spotted an unknown number of people aboard a small raft in the distance waving frantically to the *Charger*.

Master W.E. Nason was made aware of the raft. He immediately put the *Charger's* engines into the maneuvering mode and ordered a Williamson turn to begin the rescue of the distressed crew.

"We summoned all crewmembers from their work to prepare for a rescue situation," the bosun stated.

The vessel reached the raft and



After getting some food, drink and sleep, the seven Cuban refugees joined the *Charger* crew on deck for a photo. The SIU crewmembers pictured include AB Clemente Rocha, AB Jimmie Scheck, DEU Milton Israel, AB Oscar Osmund, AB Lawrence Zepeda and Bosun Eugene Beverly (at right with ball cap).

found six adults and one small child. The group had left Cuba for America four days earlier. They

were completely out of food and had little water remaining.

"The refugees did not speak English and crewmembers had trouble communicating on how to secure the line to the raft," Beverly said. "They would have perished in another day if we hadn't seen them. It was a very desperate life or death situation."

Three Cubans were boarded safely before the raft drifted away with the currents. The *Charger* maneuvered around once again to bring aboard the remaining three adults and child.

In order to keep the raft from drifting away again in seven and eight-foot swells, AB Jimmie Scheck and Chief Mate Robert Wren climbed down the ladder,

boarded the raft to secure the line and assisted the remaining refugees aboard the tanker. Beverly noted the entire rescue effort took under an hour from start to finish.

"The crew did an excellent job, and the refugees were very grateful. It is a proud feeling to have saved a life," the bosun said.

In a letter dated May 7 to SIU President Michael Sacco, Captain Nason wrote, "I would like to commend the officers and crew aboard the *OMI Charger* for a fine performance in the rescue and valor beyond duties."

The refugees traveled with the *Charger* crew to Port Everglades where they were taken into Coast Guard custody.

Help Locate Child Missing More Than Three Years



Luis Gabriel Manzo

The National Center for Missing and Exploited Children has asked the Seafarers International Union to assist them in locating Luis Gabriel Manzo.

Missing since September 1, 1989, when he was just 3 years old, Luis Manzo was abducted by his non-custodial father, Rafael Manzo Jr. (alias Rafael Guerrero). A felony warrant has been issued against the elder Manzo.

At the time of his disap-

pearance from Los Angeles, Calif., the brown-haired, brown-eyed boy was 3 feet tall and weighed 45 pounds. He has white spots on his arms, neck and lips.

Anyone having information on the disappearance of Luis Gabriel Manzo should contact the National Center for Missing and Exploited Children at (800) 843-5678 or the Missing Persons Unit of the Beverly Hills (Calif.) Police Department at (213) 285-2162.