

SEAFARERS LOG

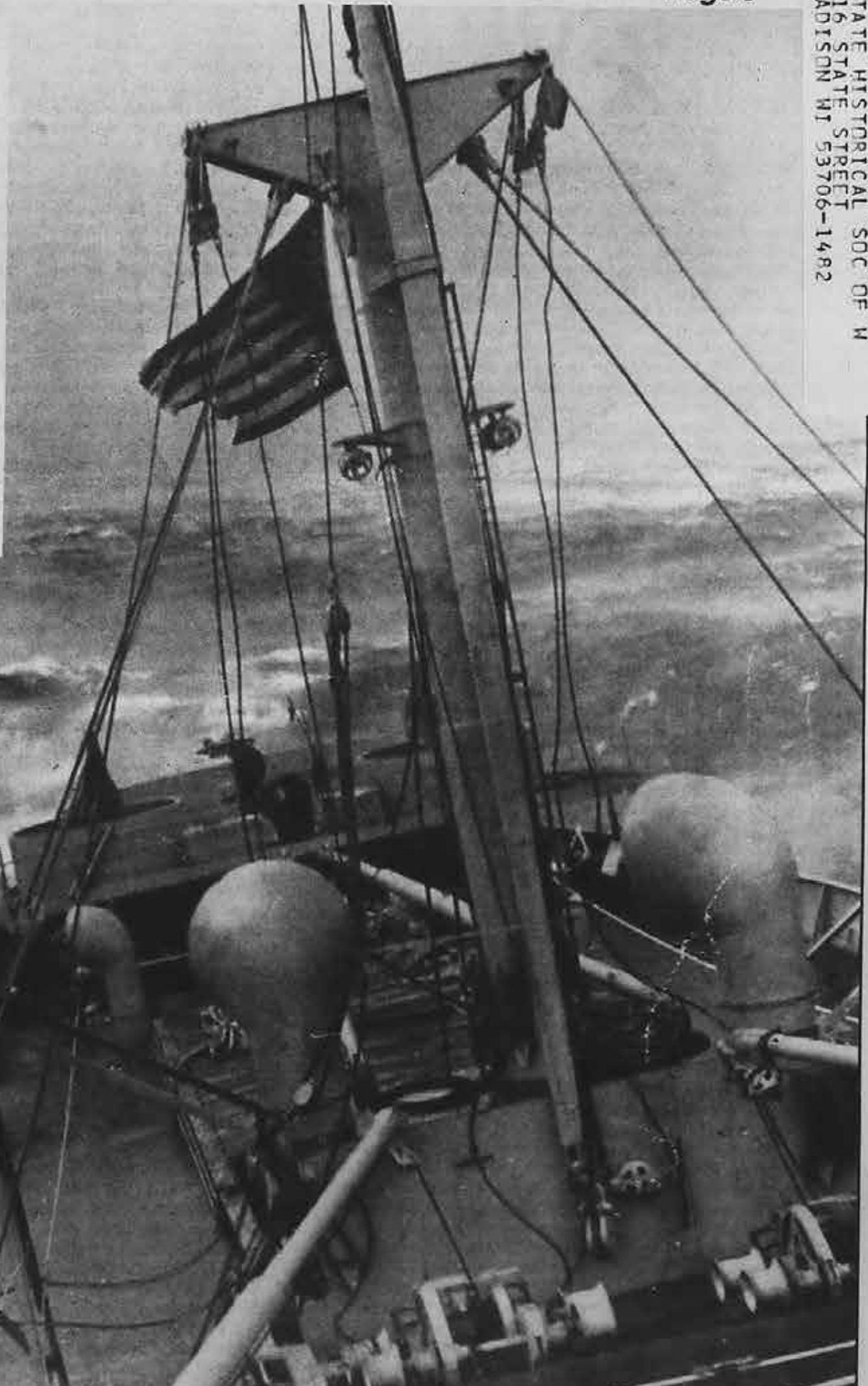


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D-Day—The Invasion And the Role of U.S.-Flag Shipping

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CAROL CROSSAN
ACQUISITION SECT/NEWSPAPER
STATE HISTORICAL SOC OF W
816 STATE STREET
MADISON WI 53706-1482
670

Fifty years ago this month, Allied forces invaded the beaches of Normandy, France to begin the final assault on Nazi Germany. Fierce fighting and ingenious engineering turned the Norman-

dy beaches into a platform from which Allied troops could be supplied as they advanced on German troops (inset). Hundreds of Liberty ships, like the one above, crisscrossed the

North Atlantic and the English Channel, dodging bombs and torpedoes, to deliver the goods. On page 3, Seafarers recall their memories of serving during D-Day and the rest of the war.

President's Report

Honoring WWII Seafarers

This month, we mark the 50th anniversary of D-Day, acknowledged as the greatest military amphibious assault of all times.



Michael Sacco

The stories of heroic efforts surrounding the June 6, 1944 invasion of France by U.S., British and Canadian forces have filled the newspapers and airwaves. The Allies won the invasion because of the immense collective effort of all involved. The day produced many heroes and many who gave their lives to the struggle.

The SIU joins with the nation in remembering and saluting the members of the Army, Navy, Marines, Coast Guard and merchant marine who played such an important role in gaining the beachhead that led to the ultimate victory over Nazi Germany.

Everyone at D-Day played a vital role toward the victory and in no way do we want to diminish their importance. But, as a representative of a seagoing union from which many of its members took part in the war effort, I want to reflect for a moment on the job performed by Seafarers during this turning point in world history. Seafarers were among the first to feel the ravages of World War II. Six months before Pearl Harbor was attacked, SIU members were forced to man their lifeboats when a German U-boat sank the *S.S. Robin Moor*. Only days after the United States entered the fray against the Axis powers, Seafarers were losing their lives because U-boats were firing torpedoes into merchant vessels leaving American ports along the Atlantic and Gulf coasts.

Yet, no SIU-crewed vessel was forced to stay in port during World War II because it lacked the men needed to sail it. Despite the dangers faced on the high seas, no ammunition ship, no tanker, no supply ship stayed at the dock longer than it had to because it lacked a crew.

Seafarers returned to the sea time and again without question to aid the Allied cause. In some cases, these members had been rejected as volunteers for military service, but believed they had to help America win the war. Thus, they became merchant mariners and faced the same dangers as those in the U.S. Army, Navy, Marines and Coast Guard. They were strafed from dive bombers, shelled by sea and shore-based batteries, attacked by submarines and exposed to the elements, whether it be the ice, cold and snow of the North Atlantic or the steamy, tropical monsoons of the South Pacific.

Despite these dangers, Seafarers delivered the goods. From 1941 to that historic day in June 1944, SIU members were among the merchant mariners who crewed the Liberty ships, tugboats and tankers that resupplied Britain — and from there the Allied forces in Africa, Russia, and, later, Italy. Merchant mariners set sail from America, the "Arsenal of Democracy" as it became known, with tanks, bullets, bombs, gasoline and troops for the inevitable invasion of France.

When the go was finally given for the Normandy invasions, Seafarers were among the first to face the fire of Nazi guns. More than one thousand merchant mariners, among them SIU members, volunteered to sail a fleet of 32 damaged vessels loaded with high explosives to the shores of Normandy. The waters along the beach had been booby-trapped with mines and other devices designed to prevent such an invasion.

The mariners negotiated the dangerous waters, then scuttled their ships in order to create safe breakwaters for the landing crafts loaded with troops that would be arriving soon.

Other Seafarers were aboard the supply ships running shuttle service to the Normandy beaches delivering troops and supplies and returning to British ports with injured soldiers, sailors and mariners. All the time they were doing this under a steady rain of bombs and shells. Many vessels made more than one roundtrip on D-Day, and continued to run supply missions until the end of the war.

Still more Seafarers crewed the tugs and other small vessels that were used to ferry tanks, half-tracks and other weapons to the beaches. They played an important role in rescuing wounded soldiers and sailors whose crafts were destroyed before reaching land.

After the invasion was known to be a success, the Allied supreme commander for D-Day, U.S. Army General Dwight Eisenhower, recapped to reporters the events of June 6, 1944. He remembered the deeds of the merchant fleet, saying, "When final victory is ours, there is no organization that will share its credit more deservedly than the merchant marine."

The toll in lives lost was tremendous among all involved in the invasion. However, from the toehold that was gained June 6, the Allies were able to march across Europe from the west, east and south to overrun Nazi Germany in just 11 months.

As they had done before D-Day, Seafarers, along with the rest of the U.S. merchant fleet, continued to equip the troops in the field with arms, food and other materiel. While Patton's famed "Red Ball Express" drove toward Germany, the merchant marine's "Ribbon of Steel" continued to unite America with its Allies until the final victory was won, both in Europe and the Pacific.

As part of the 50th anniversary of D-Day, the Liberty Ship *Jeremiah O'Brien* sailed from San Francisco to Normandy to represent all the men of the U.S. merchant marine who gave so much to ensure D-Day would be a success. We should all give thanks to the tremendous job they performed in service for their country.

Hall Lecturer Calls on Industry To Adopt a 'Broad' Approach In Crafting Program for Fleet

Rebuilding a U.S.-flag merchant marine can only be done by taking a "broad" approach, rejecting "narrow and legalistic fixes," said James R. Barker, the chairman of Interlake Steamship Holding Company and a longtime activist in behalf of U.S. shipping who served as the 1994 Paul Hall Memorial Lecturer.

Barker, who also is the principal owner and vice chairman of Mormac Marine Group, Inc., told a group of some 140 representatives of the shipping industry, government, legal field, academia and unions that the maritime industry "must start thinking of economic and policy reforms in a broader context than the next promotional program."

Delivering the Paul Hall Memorial Lecture on May 4 in Washington, Barker recollected working with Hall, the late president of the SIU.

In introducing Barker to the audience, Herbert Brand, chairman of the Paul Hall Memorial Committee, pointed out that the guest lecturer had worked together with Hall on many efforts, including passage of the Merchant Marine Act of 1970.

"James Barker's leadership of the National Maritime Council in the '70s, an organization of diverse maritime interests, showed what could be accomplished to meet the industry's needs at that time," said Brand, who worked closely for years in many capacities with the late SIU president.

He called Barker "a working class guy who worked his way through Ivy League schools to become a principal owner and vice chairman of Mormac and chairman of Interlake Steamship Holding Company."

To open the meeting, Dr. Robert Friedheim, director of the Sea Grant Program of the University of Southern California's Hancock Institute for Marine Studies, explained the lecture was established in 1987 as part of an endowment established by friends and associates of Hall in organized labor, maritime and other related fields out of respect to his memory. The annual lecture provides a public forum for representatives of the maritime industry to bring forward their views on U.S.-flag merchant shipping.

Outlines Goals

In planning what to say at the lecture, Barker said he thought about his many meetings with Hall.

"Paul was always one to whom the industry would look for leadership," Barker told the audience. "Thus, as I sat down to prepare this talk, I presumed to ask, 'How would Paul approach trying to build a stronger and better U.S. merchant marine at a time when the future of the U.S.-flag fleet is truly in doubt?'"

Barker outlined four "broad principles" that he believed were in keeping with Paul Hall's approach and that would be necessary to reinvigorate America's shipping capability. First, he noted, "Government must be part of the solution, not part of the



Calling on representatives of the maritime industry to work together for a policy to cover U.S.-flag merchant ships into the next century is James R. Barker, the 1994 Paul Hall Memorial lecturer.

problem." Next, he stated that America "must get 'more boats in the water' under U.S.-flag." Also, the U.S.-flag industry "must become cost-competitive" and, finally, "we must make maritime an all-inclusive game."

Regarding government as a solution, Barker noted, "Government relates to the maritime industry in two ways — it's both a customer and a rulemaker. The government as rulemaker must look beyond the government as a customer in deciding maritime policy."



Herbert Brand, chairman of the Paul Hall Memorial Committee, recounts the many struggles for maritime waged together by Barker and Hall.

He added the maritime industry is not seeking special treatment, but "equal treatment — to other domestic transportation modes or to our foreign competitors."

He also said American maritime companies who operate foreign subsidiaries should be subjected to the same tax policies as U.S. companies with foreign operations.

As a way of getting more U.S.-flag merchant vessels sailing, Barker noted maritime labor and operators must work together in

the areas of crew size and wages. He acknowledged, "To its credit, maritime labor has announced its willingness to be an active participant in this process."

But Barker warned that any policy that does not actually increase the number of ships in the U.S.-flag merchant fleet "should not be confused with true reform."

In order to get more ships, the cargo must be available, Barker stated. And in order to get the cargo, U.S.-flag shipping must be cost-competitive.

He called on the government to relieve maritime of "burdensome regulations and tax policies that are robbing the industry of the economic benefits of advances in technology."

"Industrywide our productivity gains have been impressive: more cargo moved by fewer ships and less manpower; cargo carried per crewmember up 860 percent; and cargo delivered per ton of fuel burned more than doubled. But the benefits of those gains cannot be stolen from the industry by hostile tax and regulatory policies."

Work Together

Finally, the Mormac executive noted all aspects of maritime — labor, operators and shipyards — have to work together to reach the same goal.

He challenged each person in the industry to examine his or her own position on the issue and test it against his principles of getting more U.S.-flag vessels afloat, making government part of the solution and encouraging more participation by U.S.-flag ships.

The full text of James Barker's 1994 Paul Hall Memorial Lecture is on pages 12-13.

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50 Years Later, Seafarers Recall D-Day

Massive, Daring Invasion of Normandy Led to Victory for Allies

As the nation recalls the drama of the invasion of Europe 50 years ago on June 6, 1944, which changed the course of the war and resulted in the eventual defeat of the German armies, Seafarers remembered the part played by American shipping and in particular SIU crews in the conflict.

"It was just busier than you can imagine, and the sky looked like it was the Fourth of July," said Aleksander Padu, who began shipping in 1942. "From the water, you could see the fighting on the beach. . . . Everyone wanted to knock the Germans out."

D-Day turned out to be exactly that knockout. It was the beginning of the end of the war. Eleven months later the Allies had declared victory in Europe.

The turning point of the war this month will be memorialized in a slew of commemorative activities both in Europe and the United States, many of which have been in planning stages for years. U.S. President Bill Clinton has travelled to Europe to take part in the ceremonies. Re-enactments of the Normandy invasion will take place in Virginia Beach and Chicago.

Much of D-Day should never be re-enacted, said Henri Starckx, who arrived at Omaha Beach, one of five beaches taken by U.S., British and Canadian forces, a day after the initial assault. "There were many bodies in the water, and we were fired upon by the Germans," Starckx recalled.

Thousands of mariners from the SIU and the affiliated Sailors' Union of the Pacific, as well as the Marine Firemen's Union (which later became affiliated with the SIU) and Marine Cooks and Stewards (which merged with the SIU) took part in the initial beachhead operations at Normandy and in the crucial supply line that followed until the German surrender in May 1945.



AP/Wide World Photos

This view of a Normandy beach, one of the Allied objectives on the coast of France, shows the masses of men and equipment being landed from the various vessels lying offshore. The photo was taken on June 9, three days after the initial landings.

In the 109 days after D-Day, Seafarers helped land 2.5 million troops, 17 million tons of ammunition and supplies and a half-million trucks and tanks. Altogether, it was the largest amphibious operation ever launched.

"The English Channel looked like a two-way highway," recalled retired Bosun Padu.

The logistics operation supplying the Allied armies' offensive from D-Day forward relied heavily on U.S. commercial shipping. The fleets of the European nations had been captured by Germany as it conquered nation after nation.

U.S. Answers Call

The Europeans also lacked the industrial capacity to build ships, so it fell to the United States and its ingenious industry and American workers to replenish the commercial fleet active in delivering vital materiel to the Allied forces.

In the weeks prior to the invasion, Allied ships and landing craft assembled at every port along England's southern coast.

Air strikes during the week before D-Day belied the impending assault and also provided clear skies for the invasion.

General Dwight D. Eisenhower postponed the original invasion date (June 4) due to foul weather in the English Channel, and the wait paid off as conditions improved.

Between midnight and dawn on June 6, thousands of Allied vessels began crossing the channel. Backed by bombers and other aircraft carrying more than 23,000 troops, they rendezvoused before heading south to the code-named Normandy beaches. Americans landed at Omaha and Utah beaches, the British landed at Gold and Sword and the Canadians landed at Juno.

Meanwhile, American and British parachutists were dropping nearby, and British bombers unloaded 6,000 tons of bombs on coastal batteries between Cherbourg and Le Havre, points which flanked the beaches.

In the half-hour prior to the landings at dawn, American



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SIU Announces Seven 1994 Scholarship Winners

Three Seafarers and Four Family Members are Awarded College Funds

Three Seafarers and four children of SIU members were awarded scholarships by a panel of educators who met last month to review the qualifications of each of the applicants for the 1994 endowments.

Since the inception of the Seafarers scholarship program in 1952, 235 students have benefitted from the education stipends.

Seafarer Joseph J. Turocy of Pittsburgh was awarded a \$15,000 scholarship to be used toward a four-year degree. Turocy, 29, currently sails aboard the *OMI Sacramento*. He attended Richard Stockton College in New Jersey last fall as a non-matriculated student and plans to continue there in the fall, majoring in history and English—while continuing to sail.

Lawrence D. McNutt, 24, won a \$6,000 scholarship with which he hopes to complete his undergraduate degree at the University of Washington and go on to medical school. McNutt began his seagoing career through the Lundeberg School trainee program in 1990.

Another 1990 graduate of the trainee program is the third scholarship winner, Michael Dean Miller. The 29-year-old has upgraded his culinary skills at the Lundeberg School and hopes to use his scholarship at Western Culinary Institute in Oregon or Scottsdale Culinary Institute in Arizona to become a professional chef.

The SIU's scholarship program is recognized throughout the academic community as one of the largest unrestricted grants awarded to sons and daughters of

union members. Scholarship winners can pursue four years of study at any college or university in the United States or its territories in whatever field they choose to follow. The money is paid over the course of four years.

For biographical sketches of each scholarship winner, see page 9.

This year it was four daughters of Seafarers who won the dependents' scholarship: Amy Renee Belote, daughter of inland member Richard A. Belote; Alanna Marie Bragg, daughter of deep sea member William Edward Bragg; Dawn Marie Martin, stepdaughter of Boatman John W. Bilch Sr.; and Denise Kay Moore, stepdaughter of inland member Russell E. Hudson.

Each year a panel of professional educators, appointed by the Board of Trustees of the Seafarers Welfare Plan, judge all the scholarship applications on the basis of scholastic ability, character, high school grades, college board exams or American college test scores, letters of recommendation and participation in extracurricular activities. This year's panel was comprised of the following scholars and academicians: Father David Albert Boileau, Loyola University; Dr. Trevor Carpenter, Charles County (Md.) Community College; Dr. Michael Glaser, St. Mary's College of Maryland; and Dr. Keith Schlender, the Medical College of Ohio.

Also on the scholarship selection committee were Dr. Charles Lyons Jr. of the American As-

sociation 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 a congratulatory letter to each of the scholarship recipients, John Fay, secretary of the Board of Trustees of the Seafarers Welfare Plan, noted, "We are pleased that the Welfare Plan can offer these scholarship funds to assist you in your endeavors." SIU President Michael Sacco also sent a letter of congratulations to the SIU members who were selected as well as to the fathers of the dependents chosen to receive the scholarship.

Now is not too early to start thinking about applying for a college scholarship for next year. The deadline is April 15, 1995.

Ship Bill Nears House Floor

**Senator Breaux Wants More Ships in Program;
Maritime Unions Urge Senate Panel to Back Plan**

The legislative package backed by the administration that is designed to provide incentives to U.S.-flag shipping operations will soon be taken up by the entire House of Representatives. Meanwhile, on the Senate side, during a Merchant Marine Subcommittee hearing on the proposal, Senator John Breaux (D-La.) urged that an additional 20 to 25 ships be added to the 52 vessels that would be eligible for government funding as the legislation is currently written. At the same hearing, the presidents of the five major unions representing seagoing workers, called on the Senate subcommittee to strongly support the maritime revitalization effort.

House Backs Funding

Part of the legislative proposal to revitalize American shipping cleared the House Merchant Marine and Fisheries Committee with a unanimous vote on May 26. This part is known as the Maritime Administration and Promotional Reform Act of 1994, or H.R. 4003.

One step remains on the House side before H.R. 4003 can be taken up by the entire body. The House Ways and Means Committee must review the legislation. Representative Gerry Studds (D-Mass.), who serves as chairman of the House Merchant Marine and Fisheries Committee, said he hopes this process will take place quickly. It is anticipated that the legislation will clear the Ways and Means Committee by the middle of this month.

H.R. 4003, which was proposed by Department of Transportation Secretary Federico Pena, serves as the funding mechanism for a maritime support program which gained House backing by a vote of 347 to 65 in a vote last November. That bill was known as H.R. 2151, or the Maritime Security and Competitiveness Act.

Introduced by Representatives Gerry Studds (D-Mass.), William Lipinski (D-Ill.), Jack Fields (R-Texas) and Herbert Bateman (R-Va.), H.R. 2151 called for a program that would assist up to 52 U.S.-flag liner vessels in the foreign trade.

H.R. 4003, funds a 10-year, \$1.7 billion, 52-ship program to begin in Fiscal Year 1995 through

an increase in tonnage fees. Such fees would raise approximately \$170 million annually. It requires that all ships entering the United States from a foreign port pay a flat 53 cents per registered tonnage. Such a duty would be collected for the first 12 voyages annually into U.S. ports. This House bill also contains funding for a shipbuilding program.

Breaux: "Add Ships"

With the full House almost ready to take up the maritime program on the floor, the Senate version of the plan, known as the Maritime Security and Trade Act of 1994, or S. 1945, is being taken up in committee.

At a May 4 hearing of the Senate Merchant Marine Subcommittee, its chairman, Breaux, outlined an idea to reduce the bulkers in the Ready Reserve Force (RRF) fleet from 48 to 20. The RRF, which consists of vessels that no longer are used in the commercial trades and have been purchased by the government and laid-up until they are needed for a military activation, currently is made up of close to 100 vessels.

"To sell off 28 of those ships would allow us to generate about \$50 million a year in money that would not have to be spent for operations and maintenance," Breaux said. "Then [we could fund] a program that increases the number of ships that would be operating to approximately 75 or maybe a little bit more with that additional \$50 million."

Similar Bill

S. 1945 is similar to H.R. 4003 in that it proposes a 10-year, 52-ship program to be funded through a tonnage tax. However, the fees would raise \$100 million annually or \$1 billion over the 10-year period. Breaux stated that the bill does not go far enough. "We should have twice the number of ships in the program that is being proposed."

Addressing the union officers testifying before the committee, Breaux said, "I would rather have operating ships with able bodied crewmen who work everyday on ships that run every day that the national security people could call on that would be ready and available as opposed to going to an RRF fleet and try to get into place ships that have been sitting up with crews that we don't have."

SIU President Michael Sacco responded positively to Breaux's recommendation. "Scrapping the old and putting dollars into a new plan, a new program, for new automated ships is a good idea."

"Unless we have a commercial program where you are going to employ American seamen aboard these ships, eventually, after time, 52 ships is not going to give you the manpower force you're looking for to man these reserve vessels when there is a crisis or a war," Sacco said.

In addition to Sacco, the following union presidents appeared before the panel: Michael McKay, president, American Maritime Officers; Joel Bem, president, District No. 1—Marine Engineers Beneficial Association; and Timothy Brown, president, International Organization of Masters, Mates & Pilots. Louis Parise, president of District 4—National Maritime Union/MEBA was represented by Tal Simpkins.

Unions' Joint Statement

The five unions presented a joint statement to the Senate Merchant Marine Subcommittee urging quick adoption of a program to rebuild the U.S.-flag merchant marine. "It is impossible to over-emphasize the importance of enacting maritime revitalization legislation this year. Our country's security, the survival of our industry and thousands of American jobs are at stake," said the joint testimony.

"We cannot and will not accept the proposition that somehow and in some way our country will be better served by a maritime policy grounded on the use of foreign-flag and foreign-crewed ships," summarized the statement.

Also testifying before the panel in support of the maritime revitalization program were John Snow, chairman and Chief Executive Officer (CEO) of CSX Corporation (which owns SeaLand Service); John Lillie, president of American President Companies (the parent of American President Lines); William Verdon, senior vice president of Crowley Maritime Corp.; Erik Johnsen, president of Central Gulf Lines which owns Waterman Steamship; and Richard Gronda, president and CEO of Farrell Lines.

Maritime Briefs

MarAd Proposes Plan to Include Great Lakes in Preference Program

The Maritime Administration has outlined a trial program that would allow foreign-flag feeder ships to carry government-impelled food aid from Great Lakes ports to transshipment points north of the St. Lawrence Seaway. The cargo then would be transferred to a U.S.-flag vessel which would carry the food to its ultimate destination.

The program is scheduled to last for one year. It is designed to allow grain, corn and other food items to be loaded onto vessels in ports along Lakes Superior, Michigan, Huron, Erie and Ontario. As most deep sea U.S.-flag vessels are not able to navigate the seaway and its locks, smaller foreign-flag vessels would be allowed to carry the cargo to a Canadian port.

The trial program does not take away from the cargo preference law, created in 1954, that requires 75 percent of all government-impelled freight to be carried aboard U.S.-built, U.S.-flag vessels with American crews.

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Newport News Shipyard Lands Contract to Renovate Independence

A contract authorizing the renovation of the SIU-crewed *SS Independence* has been signed between American Hawaii Cruises and Newport News Shipbuilding of Newport News, Va.

Upon completion of its regular passenger voyage on July 2, the vessel will sail to Newport News via the Panama Canal for a two-month drydock where all renovations will take place, beginning July 19.

Plans for the 683-foot ship include structural repairs, machinery replacement and extensive accommodation work, including cabin and public-space renovation. The vessel's air-conditioning, electrical and pollution-control systems will also be upgraded.

The *Independence* is scheduled to resume service around the Hawaiian Islands on October 8. Plans call for its sister ship, the *SS Constitution*, to undergo a similar restoration in 1995. American Hawaii Cruises is owned by Delta Queen Steamboat Company.

In addition, Newport News Shipbuilding recently announced that it will begin construction on four 46,000-deadweight-ton tankers to sell to a Greek shipowner. This marks the first U.S. commercial ship export sale since 1957.

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Legislation Offered to Keep Cadets From Paying Tuition at Kings Point

Members of the Senate and House have introduced legislation to ensure students attending the U.S. Merchant Marine Academy in Kings Point, N.Y. do not have to pay tuition.

Both Senator John Breaux (D-La.), chairman of the Senate Merchant Marine Subcommittee, and Representative Gary Ackerman (D-N.Y.), in whose district the academy is located, offered the legislation in response to a call within the Clinton administration's National Performance Review that cadets pay for their schooling at Kings Point.

In presenting the Senate bill (S. 2119), Breaux noted the review did not remove the obligation of academy graduates to serve, if accepted, in a military reserve unit and to maintain their merchant marine license for six years after graduation. His bill is awaiting action by the Senate Commerce, Science and Transportation Committee.

Ackerman's legislation (H.R. 3293) has been referred to the House Merchant Marine and Fisheries Committee.

The AFL-CIO announced in February its opposition to students' paying tuition and to funding cutbacks at Kings Point after the resolution was approved by the AFL-CIO's Maritime Trades Department executive board.

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Lane Victory, John Brown Cancel 'Last Convoy' Trip to Normandy

The *Lane Victory*, one of the three wartime merchant vessels that had planned to cross the ocean to participate in the 50th anniversary of D-Day, was forced to return to its home port of San Pedro, Calif. last month after suffering mechanical problems.

One week after leaving port, an oil leak was discovered in the vessel's boilers which forced the ship to pull in to Acapulco, Mexico for emergency repairs. Another problem was discovered with the unit that creates fresh water out of sea water.

Originally, the "Last Convoy" to Normandy consisted of the *Lane Victory*, the *John W. Brown* and the *Jeremiah O'Brien*, crossing the ocean together. In April, lack of funding forced the *John Brown* to cancel its voyage.

The *Jeremiah O'Brien*, the last of the original convoy, arrived in Portsmouth, England on May 21 and was preparing to take its place off Pointe du Hoc, Normandy to represent the U.S. merchant marine in this month's ceremony.

Unions Announce Support to End Export Ban on Alaskan Oil

Five major U.S. maritime unions have announced their support for legislation that would allow Alaskan North Slope oil to be exported to foreign markets aboard U.S.-flag tankers.

Two such bills are before Congress to end the 21-year ban on exporting Alaskan North Slope oil. S. 1993, offered by Senators Ted Stevens (R-Alaska) and Frank Murkowski (R-Alaska) on March 25, is being considered by the Senate Banking, Housing and Urban Affairs Committee. Similar legislation, H.R. 4369 introduced by Representative William Thomas (R-Calif.), is before four different House committees:

Foreign Affairs, Energy and Commerce, Natural Resources, and Merchant Marine and Fisheries.

News reports indicate that the Clinton administration is in favor of dropping the Alaskan oil export ban. A Department of Energy study is expected to be released this month indicating that America can export the Alaskan oil and still retain a high degree of energy independence.

In a joint announcement released last month, the unions—the SIU, District No. 1-MEBA, Masters, Mates & Pilots, American Maritime Officers and District No. 4-National Maritime

Union—said they "determined that as a result of a changing market place and the resulting downturn in Alaska North Slope (ANS) production, support can be given to proposal before Congress which authorizes the export of ANS oil on U.S.-flag Jones Act vessels."

"Such a plan to transport the oil cargoes on U.S.-flag ships is consistent with the economic security and defense interests of the nation in that it provides employment opportunities for American citizens and ensures the nation a fleet of American-flag tankers—vessels that are militarily useful in times of con-

flict," the statement concluded.

Congress passed the ban against the export of Alaskan oil in 1973 immediately after the first Arab oil embargo. The reason for such legislation was to make the United States energy independent through North Slope oil and other alternative forms of energy.

However, America's oil situation has changed fundamentally since then. U.S. oil supplies are ample and more diversified. With conservation efforts in place, America's oil demands actually were lower in 1993 than in 1978 by more than one million barrels a day. Also, the country has a strategic petroleum reserve of

600 million barrels of crude oil in place.

Published reports have noted that lifting the export ban would increase the domestic oil production within the state of California. Such an increase would create an estimated 5,000 to 15,000 new jobs within the state and provide \$1 billion in new tax revenues for the federal government.

Also, the oil primarily would be shipped to Japan, which would reduce America's trade deficit with that nation.

The present export ban expires on June 30. Congress is expected to consider the legislation by that time.

Paul Hall Center to Conduct EPA-Mandated Courses

QMEDs and Other Engine Dept. Seafarers Need Refrigerant Certification by Nov. 14

The Paul Hall Center for Maritime Training and Education and its Lundeberg School have been approved by the Environmental Protection Agency (EPA) for certifying Seafarers and other personnel involved in the repair and servicing of refrigeration equipment.

The center, located in Piney Point, Md., formally received EPA certification on April 29.

Late last year, the federal government issued regulations (stemming from the Clean Air Act) under which anyone involved in the repair and servicing of refrigeration equipment must pass an EPA-approved course by November 14, 1994. This affects QMEDs and any other Seafarers who sail in the engine department and who handle reefers.

When those regulations were issued, the Lundeberg School immediately added the EPA outline to its curriculum and applied for approval as a certified refrigerant technician testing facility.

Three Lundeberg School instructors, J.C. Wiegman, Eric Malzkahn and Barney Kane, passed the EPA exam and became

refrigerant certified technicians. Additionally, they are qualified to teach the use and repair of refrigerant recovery systems, according to the new federal guidelines. The instructors also may administer the new tests.

In conjunction with the Paul Hall Center's certification, all SIU halls also have been approved as certified testing facilities, provided certified Lundeberg School instructors conduct the tests. The school tentatively plans to have a mobile training team of instructors visiting a number of the halls, where they will provide a two-day training seminar with hands-on use of recovery equipment and new refrigerants, study of regulations and laws and other test preparation and then administer the exams to QMEDs, electricians and other Seafarers who handle reefers.

In addition, the Paul Hall Center will offer one- and two-day technician certification programs, both separately and as part of other engine department courses. Dates for the separate technician certification programs, as

well as the on-site training, will be published in upcoming issues of the *Seafarers LOG*.

Upon successful completion of a program, a student will receive an EPA refrigeration technician certification card. This card has no expiration date and is separate from a z-card.

The Seafarers Appeals Board is looking into matters regarding EPA enforcement of the new regulation (for example, who will check for the new cards, where and when will they be checked, etc.).

Additional information will be published in the *Seafarers LOG* as it becomes available.

"But in the meantime, there's plenty of time before the deadline to complete the new certification," said Augie Tellez, vice president of the union's contract department.

Four Categories

The EPA has established the following categories of technician certification: Type I, for servicing small appliances (such as pantry refrigerators and water coolers); Type II, for servicing or

disposing of high-pressure appliances (for example, a ship's stores refrigeration plant); Type III, for servicing or disposing of low-pressure appliances (such as the centrifugal air conditioning plants found on passenger ships); and Type IV, for servicing all types of equipment (Universal).

Different courses and tests will be available to SIU members depending upon which level of technician certification they seek, and also with consideration of their previous refrigerant recovery training.

The following individuals will be required to go through the certification process:

- Students enrolled in the Lundeberg School's Refrigeration Operation and Maintenance course.
- Students enrolled in the Refrigerated Container Course.
- New QMEDs.
- QMEDs returning to the Lundeberg School for other specialty courses or other training who previously have not been certified.
- All persons holding the refrigeration engineer endorsement from the school.

ment from the school.

Upon certification, a member will receive an EPA card (including an ID number) that will be issued through the Lundeberg School.

All Seafarers involved in the repair and servicing of refrigeration equipment are encouraged to obtain certification before the November deadline.

Besides requiring that air conditioning and refrigerant technicians obtain certification through an EPA-approved testing organization, the final rule has four other main elements which require: that technicians servicing and disposing of air conditioning or refrigeration equipment observe prescribed practices aimed at reducing emissions; that refrigerant recycling and recovery equipment, as well as refrigerant reclaimers, be certified in accordance with EPA-approved standards; that leaks of refrigerant be repaired; and that ozone-depleting refrigerant compounds in appliances, machines and other goods be removed from those items prior to their disposal.

Lundeberg School Brings Oil Spill Training to San Juan

The Lundeberg School, part of the complex that makes up the Paul Hall Center for Maritime Training and Education, in conjunction with Crowley Towing & Transportation of Puerto Rico, recently provided on-site training in hazardous waste operations and emergency response (hazwoper) for more than 100 Seafarers in San Juan.

The graduates of the program would be available to work in an emergency cleanup in the event of an oil spill. Such training is mandated by the Oil Pollution Act of 1990.

The training took place during the last week of April and resulted in 131 SIU members earning Coast Guard-approved hazwoper certification. Many of the members also took respirator fitness tests, which measure the proper size of protective equipment to be worn by an individual if he or she responds to a hazardous materials spill.

Four groups of students were trained by Kenneth C. Taylor and Mark Jones of the Seafarers Harry Lundeberg School and by two instructors from Crowley. One of the Crowley instructors spoke Spanish, which proved an invaluable

boon to many of the students.

In addition, the company translated a U.S. Coast Guard emergency guide book into Spanish and made it available to the students.

Most of the Seafarers who took the course work for Crowley, although approximately one dozen others sail in the deep sea division.

"The course was very useful," said QMED Tony Mohammed.

"I've been to Piney Point several times, but this was one course I hadn't taken. I learned a lot, and now we'll be prepared to be hired right away" in the event of an emergency.

Mohammed, who graduated from the Lundeberg School trainee program in 1979, noted that the other members also were very satisfied with the training. "I think it helped our confidence, and we appreciated the instructors coming

here... We learned that you have to think very carefully before you act, because you never know what you may encounter."

Excellent Cooperation

Taylor pointed out that the hands-on training took place on Crowley equipment, which should help the students as they return to work. "We used their gear, their barge and their manuals. It was site-specific and oil-specific training, relating to their bulk petroleum operations," he said. "Overall the training was very successful, and there was lots of cooperation between the union and the company."

SIU Port Agent Steve Ruiz noted that the "good attendance makes Puerto Rico much more ready for any spill here or in other parts of the Caribbean. The members have knowledge of what to do and when to do it. I think it was fantastically successful."

Mike Rampolla, manager of marine operations in San Juan for Crowley, also was pleased with the on-site course, which the company requested. "The cooperation and teamwork between Crowley and the SIU was

excellent, and we were very happy to bring the course to a local port area," he said. "We put our resources together, and it enhanced [the members'] awareness."

"We also were fortunate to have the course so soon after the Berman incident. A lot of the guys who took this course" were on the periphery of the cleanup which followed a massive oil spill in the San Juan area on January 7, when the non-union barge *Morris J. Berman* broke loose from its line to a tugboat, drifted onto a coral reef and spilled more than 650,000 gallons of heavy number 6 bunker oil.

Seafarers Respond

Immediately after that spill, more than 200 Seafarers (many of them working for Crowley) turned to in swift cleanup operations which recovered much of the oil and allowed San Juan Harbor to remain open. Also, the Seafarers-crewed *Caribbean Responder*, an oil spill response vessel operated by Dyn Marine, played a key role in the oil recovery and containment effort.

Instructor Jones provided the photos accompanying this article.



Helping bring the hazmat course to Puerto Rico are (from left) Mike Gooby, Crowley training; Vic Subia, bilingual instructor; and Lundeberg School instructors Kenneth Taylor and Mark Jones.



More than 100 Seafarers, including those pictured above, earned hazmat certification in San Juan after passing a course conducted by the Lundeberg School and Crowley.

Nation Pays Its Respects To America's Mariners

Honoring those American seafarers who lost their lives in service to their country seemed especially meaningful this year, considering the upcoming celebration of the 50th anniversary of the D-Day invasion.

Those were the sentiments of many Seafarers and SIU officials who last month took part in National Maritime Day services at various ports throughout the United States.

Across the country, Maritime Day events were conducted, not only to remember those who died on the beaches of Normandy, or even in World War II alone, but also to remember all the seafaring men and women who answered the call from their nation in times of war and peace.

Three different services took place in the Washington area in late May, while others were conducted in Mobile, Ala., San Francisco, New York and Algonac, Mich.

At the U.S. Navy Yard in Washington, a wreath-laying ceremony and memorial service marked the 62nd observance of National Maritime Day. Vice Admiral Michael P. Kalleres, commander of the Military Sealift Command, and the Honorable Steven S. Honigman, general counsel from the Department of the Navy, spoke about the full cooperation between the mer-

chant marine and the U.S. Navy throughout American history—during the course of World War II when the merchant marine, hunted and attacked by Nazi U-boats and Japanese kamikaze fighters, transported tons of cargo to the Atlantic and Pacific areas of operations and paid a very high price.

More recently, the cooperation was evident in the Persian Gulf War, where the U.S. merchant marine delivered 95 percent of all cargo to the Middle East (and where seven mariners, including Seafarers, gave their lives) and as part of the humanitarian efforts in Somalia, where 37 ships carried a million tons of cargo to that strife-torn country as part of Operation Restore Hope.

Seafarers Honored

But Maritime Day was more than a memorial to the dead. Also recognized were the living heroes of the merchant marine, men like Angus "Red" Campbell, former SIU vice president, who sailed on a Liberty ship during World War II, and men like the three mariners (including SIU Government Services Division member **Ricardo Sanchez**) from the *USNS Andrew J. Higgins* who were instrumental in fighting a fire aboard the *President Washington* last month.

At another service in Washington, this one sponsored by the Maritime Administration, Maritime Administrator Albert J. Herberger unveiled a new flag which is designed to honor America's civilian seafarers who have supported the nation's armed forces in times of war and carried its commerce in peacetime.

Designed by the U.S. Army's Institute of Heraldry, the key components of the flag are an eagle, perched on a red, white and blue shield, and a fouled anchor. The eagle's wing tips follow the contour of the U.S. merchant marine emblem below the words "In Peace and War." The year

1775 also is included in the design in recognition of the early contributions of the U.S. merchant marine to the nation's history.

"America's merchant marine and civilian seafarers have put themselves at risk to support our armed forces throughout our history," Herberger said.

Senator Strom Thurmond, ranking Republican member on the Senate Armed Services Committee, himself a decorated veteran of World War II, talked about the largest military operation—D-Day—and how it could never have been possible without the merchant marine. "The patriotism, dedication and courage of those young men and women helped win the war" for the Allies, he said.

A letter was read from Senator Barbara Mikulski (D-Md.), remembering the ultimate sacrifices made by members of the merchant marine. Capt. Timothy Brown, president of the Masters, Mates & Pilots, spoke about the necessity of keeping a strong U.S.-flag fleet and of the industry rededicating itself to ensuring passage of a maritime revitalization bill.

Michael Murphy, vice president of government affairs for American President Lines, noted that this country is at a turning point in its maritime history. "We must recognize the contributions of the past," he said, "and ask for prayers and support in enacting" maritime revitalization legislation.

New Plaque Unveiled

A new plaque was unveiled at the third Washington Maritime Day ceremony. The U.S. Merchant Marine-U.S. Navy Armed Guard relief, made of bronze and depicting a merchant ship under attack on the famed Murmansk Run, honors the heroic service of the merchant marine and the armed guard in World War II. Designed by Robert Lamb, a U.S. Merchant Marine Academy graduate and veteran of World War II and the Murmansk Run, it was unveiled by Maritime Administrator Herberger, SIU President Michael Sacco, SIU Executive Vice President Joseph Sacco, Rear Admiral William Thompson (USN-Ret.) and Charles Lloyd, chairman of the U.S. Navy Armed Guard World War II Veterans.

"In the face of mortal danger, our crews kept returning to sea to deliver the goods," Michael Sacco said prior to the unveiling. "I suggest that the emphasis on history we see today, along with what will take place next week in Normandy, should serve two purposes. One is to honor those who served. The other is to remind us of the importance of a strong U.S. merchant fleet—not just in the past, but also today and tomorrow."

Thirty students from the Paul Hall Center for Maritime Training and Education served as an honor guard at all three events in Washington. They are: James Atwell, Jon Bednarczyk, Chad Cunningham, Robert Elliott, Frederick Baker, Lawrence Casey, Loren Dekett, Teddy Del Rosario, Brian DeMeritt, Bryan Garibaldi, Kenrick Gatton, Tracy Grant, Gerald Hartman, Robert Hendershott, Neale Hutson, Jermaine Love,



A new flag designed to honor America's civilian seafarers was unveiled at one of the memorial services conducted in Washington.



Paul Hall Center students salute the flag during the playing of the National Anthem at the Navy Memorial ceremony.

Raymond Maule, Jim Peterson, Mark Roman, Michael Stringer, Daniel Williams, George Auger, James Alsbrooks, Christopher Hanshe, Mark Hughey, Christopher Mattair, Roland Moolenaar, Gregory Reynolds, Melvin Rivera and Carlos Sanchez.

In Mobile, Ala., Mayor Michael C. Dow, on behalf of the citizens of Mobile and the members of the Mobile City Council, proclaimed May 20, 1994 as Merchant Marine Memorial Service Day. Members of the SIU were present as flower wreaths were laid at the foot of the granite memorial to the merchant marine.

Seafarers also participated in the annual dinner recognizing Maritime Memorial Day at the Seamen's Church Institute in New York. Kendell Chen, president of Energy Transportation Corp., was the keynote speaker.

Galley gang members cooked and served the dinner.

To promote public awareness of America's maritime heritage, Congress in 1933 designated the anniversary of the first transatlan-



Piney Point trainee James Atwell (class 524) presents an SIU white cap to Vice Admiral Michael P. Kalleres aboard the *USNS Stalwart*.

tic voyage by a steamship, the *SS Savannah*, on May 22, 1819, as National Maritime Day and requested the president to issue a proclamation annually in observance of that day.

During World War II alone, 733 American vessels were sunk and nearly 7,000 merchant seamen and officers were lost as a result of enemy action and other war-related causes.



A good-sized crowd gathers to watch the unveiling of the new U.S. Merchant Marine-U.S. Navy Armed Guard plaque in the nation's capital.



Flanking a new bronze relief which honors the merchant marine and armed guard are (from left) SIU Executive Vice President Joseph Sacco, Maritime Administrator Albert J. Herberger, Navy Armed Guard Veterans Chairman Charles Lloyd and Retired Navy Rear Admiral William Thompson.



Following the benediction, Robert Elliott, trainee class 542, presents an SIU cap to Maritime Administrator Albert J. Herberger.



SIU President Michael Sacco (second from right) joins Maritime Administrator Albert Herberger in laying ceremonial wreaths for the U.S. merchant marine and Navy Armed Guard at the Navy Memorial in Washington.



SIU Retiree Lee DeParlier (left) and Recertified Steward Robert Scott display the Seafarers banner in Mobile.

THE REVISED CHIEF cook program at the Paul Hall Center for Maritime Training has not only whetted the appetites of the 11 upgraders taking the course, it also has increased their hunger for more learning.

"This course is such an incredible learning experience. As a cook, just learning a recipe does not mean you will know how to prepare it. We are learning the methods and techniques that are required to make wonderful dishes," stated **Saundra Leonard**, who recently sailed aboard the *Buffalo Soldier*.

"The course has really triggered a thirst for more knowledge, and I plan on returning in the future," **Amy Rethorn** told a reporter for the *Seafarers LOG*. "Not only have the instructors been excellent, but I think we have also learned from one another," she added. Rethorn sails aboard the *Alton Belle II Riverboat Casino* in Alton, Ill.

The new chief cook pilot course was created to instruct Seafarers seeking a chief cook endorsement on the more difficult aspects of the art of cooking. This is done through the use of text books, lectures, practical lab work and weekly quizzes.

Those enrolled in the new course alternate weekly between the Lundeberg School's state-of-the-art lecture/demonstration galley and the facility's production galley. The lessons are designed so that each learning session depends in part on the knowledge and skills acquired during the previous lesson.

Some of the topics covered include cooking methods, seasonings and flavorings, recipe and menu planning, stocks, sauces and soups, meat and game, poultry, seafood, starches, vegetables, breakfasts, salads, sandwiches and hors d'oeuvres.

Sauces Flavor Course

"So far, learning sauces has been my favorite part of this course because if you can come up with a really good sauce, you can create anything," **Sheila Pennell** noted. Pennell was the first member from the *Alton Belle II Riverboat Casino* to attend steward department upgrading courses last fall and has returned to attend the special pilot course.

Several of Pennell's classmates echoed her sentiments concerning the sauce section of the course.

Chico Lopez, a member of the SIU's Government Services Division which sails Military Sealift Command-Pacific Fleet vessels, said, "I really enjoyed learning the different mother sauces. It is a wonderful technique to be able to create six or seven different sauces in minutes from a pre-prepared base. It will be very helpful to me as chief cook aboard a ship."

Jesse James, who joined the union as a 1966 graduate of the Andrew Furuseth Training School in New Orleans, said of the sauce system, "It will be a great technique to use on the ships."

Some of the steward department upgraders felt that learning to prepare good sauces went beyond just technique.

"It is not just a sauce that we are learning... it is a work of art that we are learning to create. It is beautiful," noted **Marjorie Harris**.

"I really have enjoyed every-



Neville Monteith (left) and Tom Kelly put their training to work as they begin preparations for a luncheon.



Instructor Don Yaney (standing, left) answers Tim Laird's (far right) question concerning cheese sauce.



Working on a new recipe she learned in class, chief cook upgrader Sheila Pennell slices potatoes.



Mickie Frederick (right) puts flounder on a baking sheet while Marjorie Harris (left) cuts green peppers for a side dish.



Cutting up potatoes for the salad bar at Piney Point is Don Whitlow.



Jesse James (left) asks a question following a culinary arts lecture at the Paul Hall Center while fellow upgrader Henry Wright Jr. listens.

thing that I have learned so far. Learning the methods, cooking terminology and proper presentation and appearance of foods has been incredible," she added. Harris joined the union in 1992 in the port of Wilmington, Calif.

Besides perfecting her culinary abilities, Harris is a United Airlines flight attendant who decided to join the Seafarers so she could have a second career upon her upcoming retirement from the airline industry. She uses her annual leave and vacation time to upgrade and sail for the SIU.

Mickie Frederick, who joined the union in 1985 in the port of Honolulu and sailed on the American Hawaii Cruises passenger vessels as a bartender before going to work in the galley, was so enthusiastic about the class that she bought her own computer to practice the skills taught in the program.

"My favorite aspect of the course has been learning how to plan menus and use spread sheets on a computer. I still have a lot to learn, but I feel that it will all pay off when I am sailing," Frederick noted.

Valuable at Sea

Other upgrading steward department members found the nutritional aspects of the program to be the most valuable lesson learned thus far.

"I feel that it will benefit me, the crewmembers on the ships as well as the entire maritime industry to have training on the cooking of good and nutritional foods," said **Neville Monteith**, who joined the SIU in 1980 in the port of San Francisco and sailed on the maiden voyage of the *SS Independence*.

"I truly found it useful to know how to cook with less salt and low fat," he added.

Tim Laird, who joined the union five years ago in the port of Honolulu, said, "I have mostly enjoyed learning the seasoning and nutrition parts of the course. I think it is great to have the time in the lab to learn the different methods of cooking. I have learned excellent skills here, such as why things work—not just the recipes but the theories behind it all," said Laird.

Returning to the Lundeberg School for the second time since he joined the union in 1987, **Henry Wright Jr.** said he will continue to return to Piney Point for upgrading. "I love this course because there are so many skills to learn. When I am finished with this chief cook program, I plan to continue coming back to keep learning," Wright noted.

Don Whitlow, who sails from the port of Seattle, said, "This class is great. I have been learning everything that I have ever wanted to about cooking, and we aren't even done yet." Whitlow joined the Seafarers 26 years ago in the port of San Francisco.

Instructors Don Yaney and Ed White, who teach the pilot course, both noted the special camaraderie among the classmates.

"This is a wonderful group. They all have very positive attitudes and are very willing to learn. There is a genuine love among them as a group," stated Yaney.

White added, "They are a really good class with a true love of the culinary field."

Six SIU Men Climb to Top Deck Dept. Rung; Class Encourages Other Members to Upgrade

The SIU's newest class of recertified bosuns graduated at the May membership meeting at the Paul Hall Center in Piney Point, Md.

Inocencio Desaville, Henry Gable, Francis (Earl) Henson, Billy Hill, David Murray and Jimmy Ocot completed the highest curriculum available to Seafarers who sail in the deck department.

At the graduation ceremony, each recertified bosun took a turn at the podium to address the other upgraders, trainees, officials and guests at the meeting. Although

they said it in different ways, the bosuns all emphasized the opportunity for advancement that exists for each SIU member.

"You people coming into the union have a great future, with great opportunities," stated Henson, who sails from the port of San Francisco. "When I see the trainees, I see myself years ago and I remember the many people who helped me. We have a great union. Take advantage of your chances."

Gable, a second-generation Seafarer who graduated from the trainee program 23 years ago, said, "It's up to you to get what you want out of your career. Remember that the school is here to help you learn, and you are part of a strong union."

The Paul Hall Center and its Seafarers Harry Lundeberg School of Seamanship are vital to any Seafarer who is serious about his or her work, added Hill, himself a third-generation SIU member. "I'm very proud of this union and this school," he said. "Without the school, there's no way we could get the training we need. I hope all of you trainees will come back and upgrade."

Comprehensive Course

Hill and his classmates successfully completed the five-

week course, which covers a wide range of topics. They received training in the Lundeberg School's modern shiphandling simulator; earned certification in first aid, CPR and firefighting procedures; studied communications principles and learning techniques; reviewed and practiced sealift operations, including underway replenishment, damage control and more; and took part in other deck-skill exercises, such as line-splicing.

Additionally, the new recertified bosuns met for question-and-answer sessions with representatives from each of the union's departments. They spoke with officials from the SIU's collective bargaining department; governmental affairs department; welfare, vacation, training and pension funds; and *Seafarers LOG*.

They also traveled to SIU headquarters in Camp Springs, Md. and to AFL-CIO headquarters in Washington, where they spoke with Maritime Trades Department Executive Secretary-Treasurer Frank Pecquex about key legislative issues which affect the maritime industry.

Value of Upgrading

Murray, a Georgia native who joined the union in 1978 in New York, vowed to encourage his shipmates to upgrade at the Paul Hall Center. "I'll definitely spread the word about the value of upgrading," he said. "I'm just thankful to have had the chance to go through the recertification program."

Similarly, Jimmy Ocot, who was a member of the SIU's industrial division, the United Industrial Workers, prior to joining the Seafarers in 1979 in New York, expressed appreciation for having the opportunity to take upgrading courses that help him perform his shipboard duties with better efficiency. "The instructors are very, very helpful and the courses are extremely worthwhile," said the native of the Philippines.

Desaville, also born in the Philippines, took a practical look at the recertification course and at upgrading in general. "The more skills you learn, the more your earning power increases," he said. "I'm thankful that we have these courses and that we have such knowledgeable instructors."



The most recent class of bosuns to complete the recertification program are (from left) Henry Gable, Inocencio Desaville, David Murray, Billy Hill, John Smith (instructor), Jimmy Ocot and Earl Henson.



Billy Hill dons protective gear during firefighting training.



Jimmy Ocot (right) has blood pressure checked by Instructor Jim Shaffer.



Henry Gable (left) and Earl Henson practice CPR on a dummy.



Inocencio Desaville examines breathing apparatus in firefighting class.



Henry Gable first came to the Lundeberg School in 1971, when he graduated as a trainee. He stressed the importance of advancement.



David Murray, speaking during the May membership meeting, says he will advise shipmates to upgrade at Piney Point.



Billy Hill (right) helps outfit a classmate in protective clothing.

Portraits of the 7 SIU Scholarship Winners

Seven students will be college-bound next fall, thanks in part to the Seafarers Welfare Plan's scholarship program for SIU members and their dependents. (See story on page 2.)

Three of this year's scholarships were reserved for SIU members; four were

awarded to children of Seafarers. Awards were granted for both two- and four-year institutions of higher learning.

Below are brief descriptions of the backgrounds and goals of each of the 1994 Seafarers scholarship winners.

JOSEPH JOHN TUROCY

"I enjoyed writing for the campus newspaper so much that I would like to explore an opportunity in the field of journalism."

JOSEPH JOHN TUROCY, 29, was awarded a four-year scholarship for \$15,000. The deep sea member began his shipping career in Honolulu in 1989 when he joined American Hawaii Cruises' *SS Independence* as a bellman. Six months later he was promoted to third steward and served in that capacity for one year.

In December 1990, Seafarer Turocy switched to the deck depart-

ment and passed the able bodied seaman exam a year later. Since then, he has been sailing from the port of New York aboard *Sea-Land*, *Sheridan Transportation*, *Amsea* and *Ogden Marine* vessels. He expects to sign off his current vessel, the *OMI Sacramento*, this month.

In the five years that he has been an SIU member, Turocy believes he is "fortunate enough to have worked on a wide variety of ships in that

time." The most rewarding aspect of going to sea for the Pittsburgh native is the opportunity to travel and experience other cultures.

Turocy attended Richard Stockton College last fall as a non-matriculated student and did very well. He would like to continue there, majoring in either history or English and structuring his time so that he can continue to ship out half of the year.



TUROCY

LAWRENCE McNUTT

"I would like to have a career where I can make a positive impact on other peoples' lives."

LAWRENCE McNUTT, 24, plans to attend a community college near his home in Des Moines, Wash. and then transfer to the University of Washington after completing his associate's degree, with an eye, eventually, to attending medical school and specializing in psychiatry. Because of many hardships he faced while growing up, Brother McNutt would like to

have a career "where I can make a positive impact on other peoples' lives." He wants to work with children from broken homes and help them put their lives together.

Following high school, McNutt had hoped to go to college, but the financial means were not there.

He struggled to make ends meet until he heard about the trainee program at Piney Point. He was ac-

cepted into the program in 1990 and started sailing in the steward department during the Persian Gulf war. Since joining the union three-and-a-half years ago, he has since upgraded to chief cook and chief steward.

His goal has always been to save enough money to go back to school, and this scholarship is a start for Brother McNutt.



McNUTT

MICHAEL DEAN MILLER

"To better achieve my goals, I wish to obtain a solid understanding of the skills needed to become a professional chef."

MICHAEL DEAN MILLER, 29, was born and raised in the Philippines. His father was an American foreign correspondent there, and the family moved to the United States in 1977.

Through high school in Roseburg, Ore., Miller involved himself in various sports and other organizations. After graduating from high school, he attended Umpqua Community College for two years. He then continued his

studies at the University of Oregon.

In 1987 he took a course at Meritt Davis Business College to receive a diploma in computer applications management. Six months after graduation, he went into business as an insurance agent providing supplemental insurance to federal employees. Upon closing his business in 1989, he worked on fishing boats in Alaska and Seattle, where he learned about the SIU.

Brother Miller graduated from

the trainee program at Piney Point in 1990 at the top of his class. He has returned twice to upgrade his skills: for his assistant cook and 2nd cook/baker endorsements.

Brother Miller's immediate goals are to obtain his chief cook's endorsement.

Miller will be attending Western Culinary Institute in Oregon or Scottsdale Culinary Institute in Arizona in the fall, with the goal of becoming a professional chef.



MILLER

ALANNA MARIE BRAGG

"Despite my economic problems, it was always my dream to further my education."

ALANNA MARIE BRAGG, 17, has, until recently, wanted to pursue a career as a lawyer. But because of her ability to write well, combined with her personality, she now feels she may be better suited to communications. She hopes to attend Temple University in Philadelphia, Pa. to fulfill her goals.

Alanna entered Boston Latin School in Boston, Mass. as a seventh grader with an outstanding academic record. She not only has held her own in this very competi-

tive school, but has also made contributions to the school community. She has been a member of the pep squad for five years and now serves as its captain.

She has dedicated countless hours to the African Cultural Society, the Hispanic Cultural Society, the Gospel Choir, the *Register* (a literary magazine), *Argo* (the school newspaper) and the student council.

Alanna has further developed her skills through employment and

other activities. For three years, she served as peer leader at a health center which "gave me a chance to not only educate myself, but also other teens . . . it also gave me a chance to reach out to young adults and help them face the many problems they ran into."

Alanna is the daughter of Colleen Brennan and William Bragg. Bragg has been an SIU member since 1980, sailing deep sea, most recently aboard the *Sea-Land Explorer*.



BRAGG

AMY RENÉE BELOTE

"Nothing would please me more than to continue participating in an instructive process, this time as the teacher."

AMY RENÉE BELOTE, 17, will graduate this month from Cape Henlopen High School in Lewes, Del. Her goal is to major in English and Spanish education at Towson (Md.) State University, the University of Delaware or York College of Pennsylvania.

An excellent student, motivated by personal goals, Amy earned superior grades in high school and also was involved in many honors and extracurricular activities—in-

cluding community clubs, athletics and music. She was selected Outstanding English Student as well as Outstanding Spanish Student during her high school years, and that spurred her interest in those areas.

Following graduation from college, Amy Belote hopes to teach English, perhaps in a primarily Spanish-speaking high school.

During her 17 years, Amy believes she has been influenced

and encouraged by many of her teachers. "Nothing would please me more," she stated in her scholarship application, "than to continue participating in this instructive process, except this time I want to be the teacher."

Amy is the daughter of Clare and Richard Belote. Richard joined the inland division of the SIU in 1977 and sails as a tankerman, presently aboard the *Interstate #29*, operated by Maritrans.



BELOTE

DAWN MARIE MARTIN

"I have set my goals [becoming a lawyer] high, but I am confident that I will succeed at them."

DAWN MARIE MARTIN, 18, currently is a freshman at the University of Southwestern Louisiana. She is studying pre-law with a minor in English and French, and would like to continue there with her scholarship winnings and then go on to Tulane Law School. Dawn would like to become a defendant lawyer "because it would be an incredible challenge. Being a lawyer is a dif-

ferent job to undertake; however, knowing that I have defended a person's rights would be rewarding enough."

Besides being a full-time student, Dawn does community work part-time. She has assisted senior citizens who are unable to shop for themselves, and has taken part in fund-raising efforts of the Muscular Dystrophy Association.

At Andrew Jackson High School in Chalmette, La., Dawn maintained a demanding schedule of classes, including three at the honors level, and enjoyed an active and productive membership in various language and service clubs.

Her stepfather, John Wallace Billich, sails in the inland division, presently as a tugboat operator for Crescent Towing Company.



MARTIN

DENISE KAY MOORE

"I want to teach history to eager minds who share my passion for this subject... either as a high school teacher or college professor."

DENISE KAY MOORE, 18, graduates this month from Pamlico County High School in Bayboro, N.C.

In high school, Denise became involved in her school's championship quiz bowl team and by her sophomore year, she was a member of the starting team; during her senior year she was captain. Her leadership and encouragement pushed her team to win many tournaments and student scholarships.

Her other great passion in high

school was social studies. It was during a United States history course in her junior year that she first realized she wanted to study history in college with the goal of teaching that subject (either at the high school or college level) to "eager minds who share my passion for the subject."

Denise actively participates in the education and music outreach of her church and has taken on much responsibility while working part-time in a drycleaning store during

the school year and managing a seafood office during the summer.

Having lived her whole life in North Carolina, Denise hopes to continue her education there, either at the University of North Carolina, at Chapel Hill or Greensboro, or Campbell University in Buies Creek.

Denise is the stepdaughter of Russell Hudson, an inland member since 1981. He currently sails aboard the *Express Marine Inc.'s* tug *Russell B. Murray*.



MOORE

Unions Stand Firm Against Taxing Health Care Benefits

As House and Senate committees in mid-May took up health care legislation for the first time, the SIU joined with the AFL-CIO and its affiliated unions in strenuously voicing continued opposition to any proposal which would make health care benefits taxable income.

The federation of U.S. trade unions also reaffirmed its support of an employer mandate (requiring all employers to provide health insurance for their employees) as an equitable funding mechanism for health care reform.

"All Americans should be adequately covered, benefits should remain untaxed and all Americans, including business owners, should be required to do their fair share to alleviate the crisis which now confronts this nation," SIU President Michael Sacco said in a letter to Senate Finance Committee Chairman Daniel Patrick Moynihan (D-N.Y.), whose committee has begun hearings on health care reform. "As long as some companies are able to evade any responsibility for health care, there will be a powerful incentive for even the most conscientious employer to follow suit."

One other Senate committee (Labor and Human Resources) and three House committees (Ways and Means, Energy and Commerce, and Education and Labor) have begun work on the initial development of a health care bill.

Congress will return from Memorial Day recess in mid-June, and administration and Capitol Hill officials reportedly have set July 1 as the date for getting bills out of committee and onto the congressional floors.

While there is growing bipartisan support for the ideal of universal coverage, lawmakers differ sharply on how to fund comprehensive health care



Seafarers recently took part in a health care reform rally in Santa Monica, Calif., sponsored by the state AFL-CIO. Pictured above (standing, from left) are SIU members J. Cox and Isaac Givens, Representative Tony Armstrong of the SIU-affiliated United Industrial Workers (UIW), SIU Port Agent George Tricker, Seafarer D. Gordian, UIW Representative Ruth Fernandez, Bosun Wilfredo Acevedo and ILU member G. Back. Kneeling (from left) are Seafarers Herbert Rodriguez and Vance Battle.

reform. Many favor the employer mandate called for in President Clinton's Health Security Act (and supported by labor), which would require employers to pay for at least 80 percent of their employees' medical benefits.

One of the contentions in support of the employer mandate is that it would end the current practice of working-class families and businesses that provide medical benefits, shouldering more and more of the nation's skyrocketing health care costs. The U.S. medical inflation rate is growing at 11 percent annually, and millions of workers have had to forego wage increases simply to maintain their medical benefits.

At the same time, businesses which provide health care coverage are in some ways at a competitive disadvantage with those who skirt such costs by denying benefits to their employees.

In any case, trade unions—which typically secure excellent benefits for their members—say they have paid for health care coverage not only for their members, but also for the tens of millions of uninsured Americans.

That is because many medical bills are padded to make up for treatment received by uninsured patients who cannot pay their bills—particularly emergency room treatment, which generally is very expensive.

Some business groups have launched massive lobbying campaigns against the employer mandate, which has led to the consideration of taxing benefits as an alternate means of funding. Yet many of the same elected representatives who oppose the employer mandate also have stated they are against new taxes.

"I don't know how we get to universal coverage without employer mandate," said Health and Human Services Secretary Donna Shalala in a recent meeting with the AFL-CIO executive council, of which Sacco is a member. "The employer mandate is the fairest way to do it . . . and there needs to be fairness in the system."

The Health Security Act calls for no taxes on employer-paid benefits. After 10 years, only benefits which exceed the mandated coverage would be taxed.

Admiral George H. Miller Dies; Was Fighter for Merchant Ships

George H. Miller, a retired U.S. Navy rear admiral who was a tireless supporter and activist in behalf of a strong American-flag merchant marine, died of pneumonia at the age of 83.

Known widely for his persistent promotion of measures to assure the nation of an appropriate level of seapower, Admiral Miller regarded U.S.-flag merchant ships as a vital component of the national defense.

Admiral Miller was awarded the Navy Cross for extraordinary heroism in his role during World War II as damage control officer of the light cruiser U.S.S. *Houston*, which suffered two crippling hits by Japanese aerial torpedoes off Formosa in October 1944.

With the *Houston* dead in the water, heeling to starboard and dangerously close to capsizing in heavy seas, the order was given to abandon ship. As damage control officer, then-Commander Miller insisted on staying aboard the heavily flooded ship with a skeleton damage control team to keep the stricken vessel afloat while repairs were made and assistance could be summoned for the return to port.

The stirring account of Admiral Miller's action aboard the ship was



Adm. George H. Miller

published in 1985 by the Naval Institute Press in a book, "The Battle to Save the Houston."

During the Korean War, Admiral Miller served as a plans officer for the American forces landings in Inchon in 1950. Subsequently, he held several sea commands and strategic planning assignments, including the Trident Strategic Nuclear Missile Program. He retired from the Navy in 1972. He was then appointed as special assistant to the Maritime Administrator by Assistant Secretary of Commerce Andrew Gibson, where he remained until 1975,

when he began activity as a consultant, speaker and writer on issues of strategic importance to the national security.

Admiral Miller and Paul Hall, late president of the SIU, maintained a common interest in the role of merchant shipping in national defense and often appeared together in various forums considering the subject.

Herbert Brand, chairman of the Transportation Institute, a longtime friend of Admiral Miller who worked with him on many projects to promote U.S. seapower, said that "there was no one to match Admiral Miller's determination to convince the Defense Department, the Congress and the executive branch of government that the merchant marine is an indispensable element of Naval strength. And he always maintained that the only effective reserve fleet would be an active, healthy U.S. merchant marine."

Admiral Miller is survived by his wife Margaret Mason Miller, with whom he lived in Annapolis, Md.; three children from a previous marriage: Susan Talley of St. Louis, Marthaann Fenton of Oriental, N.C., George H. Miller Jr. of Honey Beach, Miss.; and six grandchildren.



Johnny Johnston stands last year at the pier in Piney Point, Md. next to the *Manitou*, which he painstakingly restored.

Seafarers Mourn Death Of Johnny Johnston, Who Restored Manitou

Lloyd S. "Johnny" Johnston, a charter member of the SIU and a former patrolman, passed away April 23 due to natural causes. He was 84.

Born in Indiana in 1909, Brother Johnston joined the Seafarers in 1938 in the port of New Orleans. He sailed in the deck department until the late 1940s, when he worked as a union patrolman and organizer in New York and New Orleans. Eventually he returned to sailing. He retired in 1974.

Johnston spent much of the last four years voluntarily restoring the yawl *Manitou* at the Paul Hall Center in Piney Point, Md. Once used by President John F. Kennedy, the *Manitou* has been part of the Lundeberg School's floating museum since 1968, when the school purchased it from the Defense Department Surplus Sales Agency in a closed bid.

When Johnston started restoring the boat, "it was in pretty bad shape," he said last year in an interview with the *Seafarers LOG*. "I had the time and the interest, so I volunteered to get her back in shape. . . . I have enjoyed every day that I have spent on her."

Two years ago, after finishing 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 excellent condition of the sailing craft is Brother Johnston's legacy. "You can't even tell it was damaged," he proudly stated after completing the restoration. "With the help of the marina personnel, she is in ship-shape."

Brother Johnston was buried at the Seafarers Haven cemetery in Valley Lee, Md., near the Paul Hall Center.



Funeral services for Brother Johnston took place at Seafarers Haven in Valley Lee, Md., near the Paul Hall Center.

Seafarers Carried Allied War Effort to Normandy

Continued from page 3

planes dropped 3,000 tons on shore defenses. The first troops began landing at 6:30 a.m.

"I was on a Waterman ship, and we went in the morning," said Padu. "There was a Liberty ship behind us. It hit a mine. When I looked back, all I saw was a big, black cloud. Only one person was saved from that ship."

By nightfall, despite thousands of casualties, the five waterborne assault divisions were firmly ashore. Within the next five days, one solid Allied front had been established.

Starckx, who also sailed as bosun, remembered the scene as "very active. I was bosun on the *Great Isaac*, a seagoing tug, and we towed 11 Phoenix units and one block-ship to Normandy. It was a hurry-up operation and we were sailing in a blackout, and we collided with a Liberty ship. Fortunately, all the damage was above the water line."

After the first landings, six weeks of fierce fighting ensued. But it was simply a question of time before the Allies prevailed.

Liberty Ships

Many Seafarers also took part in a much less-publicized aspect of the Normandy operations. Approximately 1,000 merchant mariners volunteered to sail 32 American ships to the beaches—ships that were scuttled to make the emergency breakwater, the "miracle harbor" along the Normandy coast, a decoy of sorts.

Three SIU-crewed Liberty ships—the *Matt W. Ransom*, *Benjamin Contee* and *James W. Marshall*—were among the breakwater fleet.

As noted by retired SIU historical director John Bunker, himself a Seafarer during World War II, the fact that the breakwater fleet did not face the anticipated harsh reaction from the Germans "did not detract one whit from the courage of the seamen who volunteered for this extremely dangerous mission."



AP/Wide World Photos

The channel waters are black with shipping as reinforcements and supplies are sent ashore for the conquest of the Cherbourg Peninsula.

In the aftermath of the invasion, Seafarers were an integral part of the supply shuttle between the U.K. and Normandy and, later, to French and Belgian ports.

"There were so many mines, but it was a job that had to be done," Starckx said. "You know, my son was born on May 13, 1944 and I left on May 15. I didn't return until January of 1945. Believe me, no one got much sleep during those months."

One hundred and fifty vessels were assigned to this shuttle duty, which involved substantial risk. For example, the SIU-crewed *Colin Kelly* struck a mine and sank in the channel during those operations.

But at Normandy, just as in every other mission of World War II, Seafarers answered their country's call and delivered the

goods, never shying from danger.

Abraham Aragones, a retired chief steward who sailed throughout the war, summed up the patriotism shown by him and his fellow Seafarers when he said, "It was very important to me to serve my country during the war. We sometimes were easy targets, and it was frightening. But I would do it again."

Lee de Parlier, another steward department retiree who sailed in several theaters during World War II, added that in addition to commemorating the success of D-Day and ultimately of the entire war effort, this month's ceremonies also should honor those who perished during the war. "I was fortunate to survive, but many Seafarers made the ultimate sacrifice. We should be grateful to all of them."



AP/Wide World Photos

With full equipment from landing craft, American assault troops move onto a northern beachhead. In the background, the harbor is filled with other craft awaiting landing orders.



AP/Wide World Photos

Many types of landing craft are used to shuttle supplies to Normandy beachheads for troops fighting their way inland. This photo was taken four days after D-Day.



Photo courtesy of MarAd

Heavy seas lash at the breakwater of merchant ships scuttled a half-mile offshore. Three SIU-crewed Liberty ships -- the *Ransom*, *Contee* and the *Marshall* -- were among the breakwater fleet.



Standing before a memorial to the more than 1,200 Seafarers who lost their lives to enemy torpedoes and German U-boats during WWII, retired Seafarer Al Padu recalls his sailing days under fire. Listening are Lundeberg School students Antonio Simon (left) and Tracy Grant. The memorial is located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Barker Delivers 1994 Paul Hall Lecture

A Broad Approach Is Needed to Rebuild U.S. Fleet, Says Respected Ship Operator



Chairman of Interlake Steamship Holding Company and principal owner of the Mormac Marine Group, Inc. James R. Barker, urged close to 140 representatives of government, the shipping industry, academia and maritime labor to develop comprehensive reforms necessary to build a "stronger and better U.S. merchant marine."



James R. Barker, the 1994 Paul Hall Memorial lecturer, has been deeply involved in the operation of U.S. shipping companies since 1971.

Delivering the 1994 Paul Hall Memorial Lecture on May 4 in Washington was James R. Barker, principal owner and vice chairman of Mormac Marine Group, Inc. and chairman of Interlake Steamship Holding Company.

The Paul Hall Lecture Series memorializes the late president of the Seafarers International Union, who served as the organization's principal officer from the late '40s to his death in 1980. Hall was universally regarded for his effective efforts to promote the U.S.-flag shipping industry.

Barker is a graduate of Columbia University who also holds a masters in business administration from the Harvard Business School. He is a principal owner and director of Meridian Aggregates Company, which produces approximately 7 million tons of quarry products per year for use in the construction and railroad industries. Prior to its purchase by Mormac Marine Group, Barker served as chairman of the board and chief executive officer of Moore McCormack Resources, a position he held from the time he joined the company in 1971.

Before joining Moore McCormack, he was executive vice president of Temple Barker and Sloane, a management consulting firm he co-founded in 1969.

The first Paul Hall Memorial Lecture was delivered in 1987. The series, part of the Paul Hall Memorial Endowment at the University of Southern California, honors distinguished contributors to marine transportation by providing a public forum for their thoughts in the form of an annual lecture.

The endowment was established by friends and associates in organized labor and the marine industry shortly after SIU President Paul Hall died in 1980.

The title of Barker's lecture is "Are You the Kind of Leader the Industry Needs?" The full text of his address appears on these two pages.

FOR THE UNITED STATES to retain a United States-flag commercial merchant fleet beyond the next few years, our leaders in Congress, the administration and elsewhere in the government and the industry itself must start thinking of economic and policy reforms in a broader context than the next promotional program. Failure to develop and implement reforms that go to the bedrock issues facing the industry today will result in the inevitable disappearance of the United States-flag fleet—first from the world's oceans, then from our coasts, and finally from our inland waterways.

Anyone who doubts that this sequence of events is not already under way need only look at two facts: first, APL's and Sea-Land's applications to re-flag half of the vessels now in their foreign trade fleets; and second, the administration's proposed revitalization program that is now limited to a maximum of 52 liner vessels. And what happens to the rest? No matter how these facts play out, the net result will be a much diminished U.S.-flag foreign trade fleet. Nor will this process stop with the foreign trade fleet. Those who would "deregulate" maritime would bring the same result to our coastal and inland waterways.

The question before us is: What must be done to avoid these results?

It is a great privilege for me to be here today to give the Paul Hall Memorial Lecture because Paul was always one to whom the industry would look for leadership when faced with such a question. Herb Brand's call inviting me here today brought back many memories of the days that Herb, Paul and I used to spend together discussing the problems facing the industry. Despite the challenges, those were among the happiest days of my life—not the least because of the opportunity they gave me to work with one of the giants of our industry. Thus, as I sat down to prepare this talk, I presumed to ask myself, "How would Paul approach trying to build a stronger and better U.S. merchant marine at a time when the future of the U.S.-flag fleet is truly in doubt?"

Here's what I think Paul would have said. First, we all understand the benefit of having a strong and competitive U.S.-flag merchant marine and maritime industry, both in terms of economics and for national defense. No one has ever refuted the basic proposition that a commercial fleet of militarily-used vessels that pays most of its own way in peacetime yet is available to the government to meet its needs for economic and national defense shipping in times of war or national emergency is the most cost-effective means of providing that shipping. Many in this town may assume otherwise, but none can prove it. The government has and is spending billions of dollars just to address its need for reliable access to roll-on/roll-off vessels for military needs, and hundreds of millions annually to maintain those vessels.

Even as the world commercial market in roll-on/roll-off vessels grew exponentially, the United States government abandoned the promotional programs that served as the catalyst for

private investment in commercial vessels. Between 1975 and 1986, the number of oceangoing roll-on/roll-off ships in the world increased from 141 to 751. Of these, 35 were U.S.-flag. By 1990, there were less than 20 U.S. roll-ons, none less than 10 years' old. As foreign fleets grew to transport millions of vehicles worldwide, the only growth sector under U.S.-flag was the government-owned roll-on fleet. Rich as this country may be, we cannot afford to repeat that experience for containerships or tankers. A government fleet is not the solution.

Second, he would say, reform must focus on implementing broad principles, not merely crafting narrow, legalistic fixes. At a minimum, these principles should include the following:

- **Government must be part of the solution, not part of the problem.** By various estimates, as much as 80 percent of the added cost of owning and operating a vessel under U.S.-flag results from government mandates not imposed on foreign vessels. Thus, we must look at deregulation in a fashion that helps, not hurts, the industry.

"... reform must focus on implementing broad principles, not merely crafting narrow, legalistic fixes."

- **We must get "more boats in the water" under U.S.-flag.** Increasing the number of modern vessels that can be operated under U.S.-flag in a cost-effective manner could solve problems across the industry: more buildings, more repair opportunities for shipyards, more jobs for labor and more revenue-generating assets for operators.

- **We must become cost-competitive.** Clearly the market is there—but to recapture some of the 96 percent of U.S. trade that now moves in foreign bottoms, U.S. vessels must be cost-competitive. Efforts to eliminate unfair and burdensome regulatory, tax and operating requirements must be pursued with vigor. Much like Detroit, much like the steel industry, we must get competitive and that's management's job. To stimulate private investment in the maritime industry, the industry must be free to realize the economic benefits that flow from advances in technology.

- **We must make maritime an all-inclusive game.** Balkanization has been as unfortunate for the industry as the tragic events now occurring in the former Yugoslavia have been for the peoples of that region. Overemphasis on short-term, narrow interests is as bad for maritime as it is bad for any other sector that must compete in the global economy. Even operators under cabotage laws are subject to the pressures of international economics.

Let me briefly address each of these principles in turn.

Making government part of the solution, not part of the problem. Government relates to the maritime industry in two ways—it's both a customer and a rulemaker. However, in performing these roles, it is important that the one not be used solely for the purposes of the other. The government as rulemaker must look beyond the government as customer in deciding maritime policy.

Two common misperceptions about maritime policies hurt the government's ability to formulate policy in a manner that would encourage a strong, competitive maritime industry in the United States.

"Maritime is... looking for equal treatment—to other domestic transportation modes or to our foreign competitors."

First, not all promotional policies are subsidies. Although cabotage and cargo reservation statutes are usually characterized as maritime promotional programs, in fact such laws do no more than mandate the application of a broad range of U.S. labor, employment and personal and corporate tax laws and social programs to domestic water transportation generally and to ocean transportation when U.S. taxpayers' dollars are being used to finance the cargo or the transportation.

By requiring the application of such laws as the Family Leave Act, social security, personal and corporate federal income tax, and unemployment taxes to maritime transportation, the U.S. government simply says that you cannot hire foreign workers to avoid the higher costs of employing American workers to move cargoes and acknowledges its own responsibility to do the same for its own shipments, both domestic and foreign. Even though these mandates result in higher rates for U.S. vessels, they are not subsidies. On the cabotage side, they simply ensure that water transportation must be provided on the same basis as domestic air, rail or highway transportation—all must employ American labor and pay U.S. taxes. In the preference area, such rates merely reimburse the U.S. operator who, under U.S. law, is responsible for bearing the direct costs of those laws—costs not imposed on their foreign competitors.

The second misperception is that maritime is somehow looking for special treatment. In fact, we simply are looking for equal treatment—to other domestic transportation modes or to our foreign competitors. Unlike those who would eliminate the Jones Act, we don't believe that cargo moving by barge from Memphis to New Orleans should be exempt from U.S. employment laws. By the same measure, if such an exemption is deemed good for maritime, why not other modes? Similarly, we are looking for equal regulatory treatment with foreign vessels using U.S. ports. It makes no sense to impose one set of standards on U.S. vessels that move 4 percent of our cargo while allowing foreign vessels that

move 96 percent of our cargo to operate under different, less costly standards. U.S. and foreign vessels serving U.S. ports should be built, operated and maintained to the same standards. If the U.S. seeks a more restrictive standard, the solution should be to pursue that standard through international regulation applicable to all vessels calling at U.S. ports, not to unfairly burden only U.S. vessels calling at those ports.

The same applies in the area of tax policy. Why should American maritime companies operating foreign subsidiaries be subject to different tax policies than other U.S. companies with foreign operations? The answer is they shouldn't, but they now are.

My second principle for guiding maritime reform is that the bottom line for reform must be the simple proposition of getting more "boats in the water" under U.S.-flag. Consider this—if the U.S.-flag foreign trade fleet were to recapture its 1970 share of liner trade and 1970 share of bulk trade by the year 2000, there would be roughly twice as many vessels in that fleet as at present: roughly 90 new liners, 9 new dry bulkers and 45 tankers.

The goal of maritime reform should be getting those "boats in the water." For too long, the industry has focused solely on how to maximize our return from a single hull with insufficient attention being paid to gaining by increasing the number of vessels. Technologically, the U.S. has always been at the forefront—for example, our cargo moved per deadweight ton has increased 58 percent over the last 25 years. However, from an industry perspective, that strategy has not even allowed us to maintain the status quo in terms of market share.

Nowhere is the operation of this principle better illustrated than in the area of manning and crew wages. The emphasis decreasing crew costs in a single hull creates a zero sum game for the operator and for labor—to preserve wages and jobs, labor is put in a position of opposing manning and wage reforms. In comparison, in an environment in which the number of vessels is increasing, labor becomes a partner with the operator in addressing crew costs—30 jobs on two ships at a decent wage is better for all concerned than 20 jobs on one ship with wages pushed to unreasonable amounts to providing a living wage for two or more seafarers for a single billet. To its credit, maritime labor has announced its willingness to be an effective participant in this process.

In sum, true reform means any measure that contributes to increasing the number of vessels in the fleet. Measures that merely preserve existing numbers or stem the hemorrhage may be necessary short-term "band-aids" but they should not be confused with true reform.

"... the bottom line for reform must be the simple proposition of getting more 'boats in the water' under U.S.-flag."

However, to get the ships, you have to get the cargoes, and to get the cargoes you have to be cost-competitive. Burdensome regulations and tax policies are robbing the industry of the economic benefits of advances in technology. Historically, radio officers have played a major role in ensuring the safety of those who sailed the world's oceans. But when satellites and computers can more effectively monitor distress frequencies and anyone who can operate a telephone can communicate worldwide from a vessel at sea, we cannot afford a couple of hundred thousand dollars a year to keep someone on board each ship "just in case." Think of it—the radio officer alone eats up 10 percent of what the administration has proposed as an annual payment of a liner vessel!

But don't think me biased against radio officers. I'm biased against every unnecessary cost to operate a vessel under U.S.-flag that simply

adds to the cost of doing business with no increase in safety, environmental protection or other benefit. Why should the Coast Guard reinspect what we pay the classification societies to inspect? Why not let the Coast Guard inspect the inspectors, not the operators? Why can't we build our ships to international requirements—they're safe enough for 94 out of every 100 vessels entering a U.S. port! Why penalize U.S. operators for obtaining vessel repairs from the most economic source? Unique U.S. tax policies for maritime and requirements like the ad valorem duty on foreign repairs add almost a million dollars a year to the economic "cost" of U.S. operation.

Industrywide, our productivity gains have been impressive: more cargo moved by fewer ships and less manpower; cargo carried per crew-member up 860 percent; and cargo delivered per ton of fuel burned more than doubled. But the benefits of those gains cannot be stolen from the industry by hostile tax and regulatory policies.

Another area where government regulatory reform is needed to improve the competitiveness of the U.S. merchant marine is that of tort reform. The tort-based system of compensating for injuries in the maritime workplace is one of the largest single contributors to the added costs of operating under U.S.-flag. The million dollar plus settlements that are not untypical in this area are not far removed from the entire cost of operating a fully-crewed foreign-flag vessel for a year.

Lastly, maritime must become an inclusive, not an exclusionary game. I must admit that our opponents are correct to the extent that many of the maritime programs that this country has pursued over the past decades have served to divide and weaken the industry. Nothing better characterizes the state of the maritime industry than its narrow focus on preserving promotional programs that benefit specific segments as opposed to pursuing broader interests that would benefit the industry as a whole. For example, 17 of the 36 pages of the administration's new maritime revitalization program are dedicated to ensuring that existing operators in the non-contiguous domestic trades are protected from "unfair" competition by "subsidized" vessels.

As the government's ability to fund support programs diminishes across the board, this competition becomes more intense and more divisive. Thus, shipbuilders' representatives on the merchant marine subcommittee have announced that they would not support the

administration's proposed maritime security program for liner operators unless funding were provided for the series transition program for shipyards. And with all due respect to my many friends on the legal and trade association sides of our industry, the only people who benefit from this constant pressure to protect segments of the industry are Washington lawyers and representatives. Over time, such competition hurts the industry as a whole.

"Ours is a global industry, and it is in the international marketplace that we must become cost competitive!"

Nor can the industry continue to think of itself in narrow terms grounded in government programs or policies. The domestic tanker industry on the East and Gulf Coasts is an example of how international economics penetrates even so-called "protected" trades. U.S.-refined products are not exported from the Gulf, while the same products refined in the Caribbean are imported in the Northeast. All on foreign-flag vessels because that arrangement has an economic advantage over direct shipments using U.S.-flag vessels. Ours is a global industry, and it is in the international marketplace that we must become cost competitive!

Paul Hall was a leader in this industry. As I look over this room today, I am certain that there are other Paul Halls out there. For example, there is Mike Sacco who last fall called the industry together to remind us that if we did not pull together in the coming fight, the industry in the United States was surely doomed to extinction. But we need more leaders like Mike if we are to prevail in the coming months. From the perspective of the industry as a whole, what has been accomplished since last September's meeting pales in comparison to what remains to be done.

Those opposed to a continued active role by the United States government in encouraging the development and maintenance of a strong and competitive maritime industry in the United States for whatever reason know that this industry is vulnerable. The vast majority of the American people have never seen nor set foot on an American-flag vessel. Few understand what the industry means to this country and our ability to be an economic and military sea power in the world of the 21st century. In the coming months, we must get our side of the story to the American people and to their elected representatives in Congress and in the administration.

"U.S. and foreign vessels serving U.S. ports should be built, operated and maintained to the same standards."

Now is the time for the Paul Hall in all of us to step to the fore. As an industry, we need leadership as we have never needed it in the past. And I am not talking only about industry giants. I am talking about everyone in this room and those in the industry not here with us today. As we engage in maritime issues over the coming months, look to your own position on each issue and test it against the principles I've outlined above:

- If it envisions a role of the government, does it make the government part of the solution?
- If put in place, would it increase the "number of boats in the water?"
- Does it encourage broader participation under U.S.-flag?

If the answer is yes to each of these questions, then you are the kind of leader this industry needs.



An etching in glass of Paul Hall is presented to Paul Hall lecturer Barker by Dr. Robert Friedman (left), director of the USC SeaGrant Program, from which the lecture series is administered.

SIU-Crewed Sugar Islander Delivers Food to War-Ravaged African Nation

Seafarers aboard the *Sugar Islander* helped support humanitarian efforts led by the World Food Program of Rome, Italy when the Pacific Gulf Marine (PGM) vessel delivered 20,000 metric tons of corn to the destitute country of Angola, on Africa's west coast.

"It was a very long and hard trip but we got the job done. The entire trip took a total of 70 days, and 34 of those days were spent off-loading," AB Arthur "Jr." Machado told the *Seafarers LOG*.

The crew began loading the number two yellow corn on March 7 in the vessel's home port of New Orleans. On March 8, the crew finished loading and set sail for the African nation. The *Sugar Islander* arrived in the Angolan port of Lobito on March 29 and remained docked until April 21 when the last of the cargo was off-loaded.

"It was a long trip and unloading was difficult at times. But we had a great crew and we all worked hard to get the job done as best as we could," noted Machado.

PGM Port Captain Harry Nilsen, who met the ship in Lobito, noted, "Once in port, half the cargo was discharged onto another ship while the other half was discharged at the dock. It was done this way so that it could be transported easily to distribution centers in the interior of the country where the highest need existed."

He explained that the portion off-loaded onto another vessel sailed to Luanda, north of Lobito.

Machado added that one reason why off-loading took so long is that crewmembers were allowed to work only between the hours of 8 a.m. and 10 p.m. due to restrictions enforced by Angola port representatives. "We also had trouble with the evacuators that were used to pump the corn to the dock. Because of the massive amount of cargo, they kept breaking down, and it took time to fix them before we could start again," said Machado.

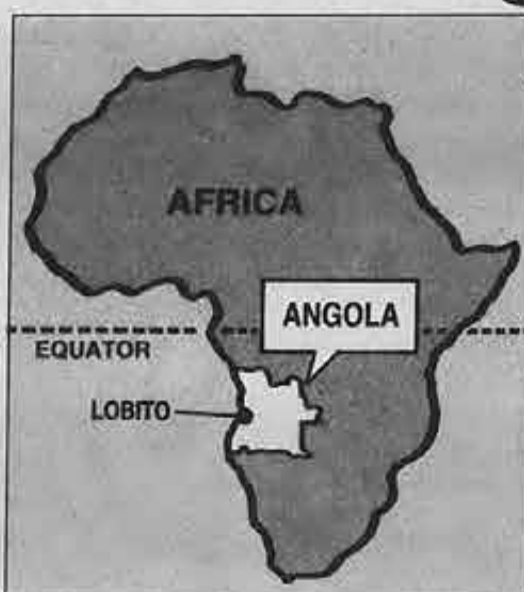
Crew Cookouts

To keep morale high during the lengthy stay, crewmembers began organizing Sunday barbecues on the fantail of the ship.

"The crew was excellent. Because they were there for an extended period of time and there wasn't much to do ashore, they stayed on board for most of the time. The food prepared by the steward department was incredible and the cookouts were outstanding and enjoyed by all," noted Nilsen, who also stayed aboard the vessel while it docked in Lobito.

Machado noted that Chief Cook **Kim Gardner** and the galley gang members prepared wonderful salads and desserts to accompany the various barbecue items.

"Bosun **Steve Thompson** and the



deck gang kept the ship in excellent condition while in port which is not always easy when that large amount of cargo is being unloaded on a daily basis," he said.

Nilsen stated that the weather was exceptional while the ship was in port even though it was during Lobito's "rainy season." Machado added that approximately 10 inches of rain fall per year, and during their stay in the African port there were five rain showers that lasted a maximum of one hour each.

The *Sugar Islander* was the first American ship to dock in the port of Lobito in 16 years.

Language Barrier

"One of the hardest aspects of the trip was that no one in port spoke any English. Everyone spoke Portuguese," said Machado.

Angola is the second largest country in Africa south of the Sahara. Official estimates say the population is about 8.9 million people, with 29 percent of the population living in urbanized areas. Previously, about 80 percent of the population lived in rural areas. Much of the influx into the cities can be traced to a civil war, which caused hundreds of thousands to seek shelter in urban areas. About 50 percent of the urban population is believed to be destitute.

"People were very poor and conditions were bad. Everything in the area we were in was in a state of decay. The city itself has an outside shell that appears as if things used to be nice but has not been cared for or kept up for some time," said Nilsen.

"We saw some bad conditions, but we did not see the actual starving people. Where the cargo was most desperately

needed we did not visit," the PGM representative added.

Angola once exported coffee, cotton, sugarcane, bananas, citrus fruit and corn, but the war disrupted agricultural production. Some provinces, once the breadbasket of the nation, are now able to provide less than half the country's food needs. Angola is rich in mineral resources such as oil, diamonds and iron ore. Nearly all mining, except oil production in a small area, was brought to an end by the war, which destroyed the infrastructure. "Because of the state of poverty, we were very proud to assist," Machado recalled.

The *Sugar Islander* used to carry sugar from Hawaii to California for refining for C and H Sugar.

'Protecting' the Crew

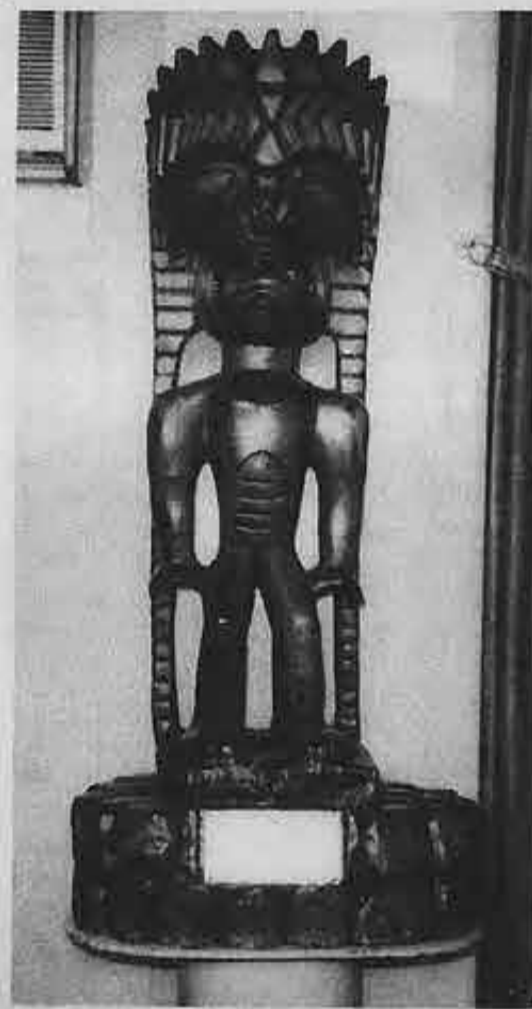
Still remaining aboard the vessel "to protect crewmembers" is a statue of a Hawaiian tiki god, King Kamahaalii.

The statue was presented to the ship at launching ceremonies on August 26, 1972 in Seattle as a token of eternal best wishes for favorable seas and happy sailing.

Proclaimed as the god of the sea and protector of sailors, he remains perched on the bridge to protect and guard the *Sugar Islander* and all who sail on her.



Relaxing on deck following the ship's barbecue are (from left standing) Third Mate Jack Hanley, AB Stanley Darranda, Deck Cadet Brian Olsen, Captain James Nolen and Deck Cadet Chris Walsh. Sitting, from left, are Second Assistant Engineer Chuck Benson, QMED Claudio Mazzaro and Chief Engineer Bill Davidson.



The Hawaiian "Tiki God," which still stands guard in the wheelhouse of the *Sugar Islander*, was donated to the vessel by the people of Hawaii at the ship's launching ceremonies in Seattle, Wash. in August 1972.



AB Arthur Machado (left), Steward/Baker Rickie Juzang and AB Phil Desmarteau pose for a photo on the fantail of the ship.



Enjoying the food and weather aboard ship are, from left, AB Greg Jenkins (standing), Chief Cook Kim Gardner, Wiper Warren Moore and Bosun Steve Thompson.

Dispatchers' Report for Deep Sea

APRIL 16 — MAY 15, 1994

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	33	29	7	21	22	3	10	56	54	10
Philadelphia	1	5	2	4	5	1	4	1	13	4
Baltimore	5	5	0	5	6	1	0	6	5	1
Norfolk	12	16	5	8	19	2	7	20	27	5
Mobile	14	19	4	12	16	0	2	20	26	5
New Orleans	29	23	5	13	26	2	9	53	39	13
Jacksonville	21	21	5	19	22	2	10	38	37	6
San Francisco	31	20	0	14	20	0	10	52	41	1
Wilmington	12	17	5	12	15	0	9	37	30	8
Seattle	25	29	4	25	29	4	8	37	39	7
Puerto Rico	7	1	1	5	3	0	5	19	3	2
Honolulu	11	10	5	8	13	7	3	11	26	17
Houston	28	31	10	13	22	5	9	45	52	17
St. Louis	0	3	0	0	2	0	0	0	4	0
Piney Point	2	12	1	1	5	0	1	2	18	2
Algonac	0	0	0	0	0	0	0	1	0	0
Totals	231	241	54	160	225	27	87	398	414	98
ENGINE DEPARTMENT										
New York	17	18	1	12	15	1	7	41	35	3
Philadelphia	2	2	0	3	2	0	0	6	5	1
Baltimore	2	4	1	3	3	0	1	4	6	2
Norfolk	9	11	4	1	11	3	2	15	22	6
Mobile	8	11	0	11	3	0	1	12	19	0
New Orleans	13	21	1	9	15	0	2	22	33	4
Jacksonville	14	18	2	14	13	2	6	26	36	6
San Francisco	17	8	1	13	13	0	2	30	24	1
Wilmington	8	14	1	6	5	2	3	14	28	4
Seattle	14	13	2	15	10	2	2	20	32	2
Puerto Rico	2	8	0	1	1	0	4	12	9	1
Honolulu	2	10	8	4	15	9	3	7	19	10
Houston	13	14	5	11	8	2	7	20	34	6
St. Louis	0	1	0	0	0	0	0	1	1	0
Piney Point	2	6	0	1	2	0	0	3	10	0
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	123	159	26	104	116	21	40	233	313	46
STEWARD DEPARTMENT										
New York	18	10	1	9	14	0	5	34	18	1
Philadelphia	4	2	1	3	2	0	3	2	3	2
Baltimore	3	5	0	2	2	0	3	5	4	0
Norfolk	8	6	1	9	6	0	5	12	11	3
Mobile	6	3	1	6	2	1	5	10	10	1
New Orleans	4	9	0	4	8	0	5	13	19	0
Jacksonville	19	8	3	11	5	1	5	22	12	2
San Francisco	33	8	1	24	8	0	6	70	11	3
Wilmington	13	4	1	14	3	0	9	22	6	2
Seattle	19	2	1	14	5	2	7	32	7	1
Puerto Rico	6	1	1	2	2	1	6	6	0	1
Honolulu	11	10	1	5	4	0	2	28	21	13
Houston	14	7	0	8	3	0	5	23	7	1
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	3	10	1	0	2	1	0	6	15	0
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	161	85	13	111	67	6	66	285	144	30
ENTRY DEPARTMENT										
New York	19	43	14	5	37	1	0	29	74	28
Philadelphia	0	2	3	1	1	1	0	0	6	7
Baltimore	0	11	3	0	3	0	0	1	10	5
Norfolk	3	19	4	1	20	4	0	6	31	6
Mobile	3	12	1	1	9	0	0	4	27	2
New Orleans	8	21	5	2	15	1	0	19	44	17
Jacksonville	2	19	9	1	11	3	0	3	31	13
San Francisco	14	19	4	7	11	2	0	31	24	9
Wilmington	6	19	4	2	7	0	0	11	30	8
Seattle	7	23	7	10	15	8	0	11	30	8
Puerto Rico	8	3	2	5	3	1	0	12	5	5
Honolulu	5	39	42	3	8	9	0	15	95	128
Houston	4	14	3	6	11	1	0	3	31	9
St. Louis	0	1	0	0	0	0	0	0	3	0
Piney Point	0	16	2	1	16	1	0	0	19	3
Algonac	0	1	0	0	0	0	0	0	2	0
Totals	79	262	103	45	167	32	0	145	462	248
Totals All Departments	594	747	196	420	575	86	193	1,061	1,333	422

* "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 1,274 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,274 jobs shipped, 420 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, 1994, a total of 193 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 20,904 jobs have been shipped.

July & August 1994 Membership Meetings Deep Sea, Lakes, Inland Waters

- Piney Point**
Tuesday: July 5*; Monday, August 8
changed by Independence Day holiday
- New York**
Tuesday: July 5, August 9
- Philadelphia**
Wednesday: July 6, August 10
- Baltimore**
Thursday: July 7, August 11
- Norfolk**
Thursday: July 7, August 11
- Jacksonville**
Thursday: July 7, August 11
- Algonac**
Friday: July 8, August 12
- Houston**
Monday: July 11, August 15
- New Orleans**
Tuesday: July 12, August 16
- Mobile**
Wednesday: July 13, August 17
- San Francisco**
Thursday: July 14, August 18
- Wilmington**
Monday: July 18; Tuesday, August 23*
changed by Paul Hall Birthday holiday
- Seattle**
Friday: July 22, August 26
- San Juan**
Thursday: July 7, August 11
- St. Louis**
Friday: July 15, August 19
- Honolulu**
Friday: July 15, August 19
- Duluth**
Wednesday: July 13, August 17
- Jersey City**
Wednesday: July 20, August 24
- New Bedford**
Tuesday: July 19, August 23

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

Personals

JUAN GILBERTO TORRES-GONZALEZ

Please write your sister, Gloria Torres-Gonzalez, at 280 H Street, Apt. 6F, Chula Vista, CA 91910; or telephone collect at (619) 422-8165.

FREDERICK SANDERSON

Anyone knowing the whereabouts of Frederick Sanderson is requested to contact his cousin, Eleanor Manly Stinson, at 729 Dogtown Road, Clarksburg, Ohio 43115; telephone (614) 335-5327.



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 Corgoy
Vice President Gulf Coast

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

ALGONAC
520 St. Clair River Dr.
Algonac, MI 48001
(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
635 Fourth Ave.
Brooklyn, NY 11232
(718) 499-6600

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

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

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

PORT EVERGLADES
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, 1994

CL—Company/Lakes L—Lakes NP—Non Priority
*TOTAL REGISTERED All Groups **REGISTERED ON BEACH All Groups

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	25	2	0	5	0	0	44	3
ENGINE DEPARTMENT									
Algonac	0	10	0	0	5	0	0	26	4
STEWARD DEPARTMENT									
Algonac	0	4	3	0	1	0	0	9	3
ENTRY DEPARTMENT									
Algonac	0	9	9	0	0	0	0	33	15
Totals All Departments	0	48	14	0	11	0	0	112	25

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

Dispatchers' Report for Inland Waters

APRIL 16 — MAY 15, 1994

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

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	3	0	0	7	0	0	34	2	0
Gulf Coast	4	0	6	2	0	2	1	2	22
Lakes & Inland Waters	57	0	0	23	0	0	54	0	0
West Coast	0	1	12	28	1	12	1	4	63
Totals	64	1	18	60	1	14	90	8	85
ENGINE DEPARTMENT									
Atlantic Coast	1	0	0	1	0	0	2	1	0
Gulf Coast	0	0	4	0	0	3	0	0	4
Lakes & Inland Waters	39	0	0	8	0	0	39	0	0
West Coast	0	0	0	1	0	0	0	0	1
Totals	40	0	4	10	0	3	41	1	5
STEWARD DEPARTMENT									
Atlantic Coast	1	0	0	0	0	0	3	0	0
Gulf Coast	0	0	2	0	2	0	0	0	6
Lakes & Inland Waters	12	0	0	2	0	0	10	0	0
West Coast	0	0	5	0	0	0	2	1	9
Totals	13	0	7	2	2	0	15	1	15
Totals All Departments	117	1	29	72	3	17	146	10	105

* "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.

SIU BULLETIN BOARD

PAY VOUCHERS NEEDED WITH SOME VACATION APPLICATIONS

Seafarers who have sailed aboard military vessels operated by Bay Shipping Management and U.S. Marine Management, Inc. should provide copies of their pay vouchers when filing for vacation benefits related to employment with these companies. U.S. Coast Guard discharges from these firms do not show exact dates of employment, so the pay vouchers must be submitted as well.

Applications submitted without copies of pay vouchers will be held in a pending status until the proper verification is received.

PORT ARTHUR, TEXAS MEMBERSHIP MEETING SET

A general informational membership meeting for SIU boatmen who live and/or work around the Port Arthur, Texas area will be held on Wednesday, July 6 at 2:00 p.m. at the Ramada Inn on Highway 87 in Port Arthur. For more information, contact the Houston SIU hall.

COAST GUARD ISSUES ALERT FOR ALIEN SMUGGLING

The U.S. Coast Guard, in conjunction with the International Maritime Organization, is asking merchant mariners to help avoid tragedies at sea by reporting vessels suspected of smuggling undocumented aliens.

The federal agency has released two profiles of vessels that have been involved in many of the reported incidents. The profiles include general ocean-going dry cargo vessels that are 150 to 500 feet in length and former high seas drift net vessels (80 to 150 feet in length) with a superstructure amidships, rigging or heavy fishing gear aft and possibly a well deck forward. Typical crew size for the profiled vessels is less than 25. Any vessel not designed for passenger travel but with an unusually large number of persons on board should be reported.

Crewmembers who witness a potential alien smuggling situation should report the incident, following the ship-board communication procedures.

OCEAN SERVICE SEEKS UPDATED PHOTOS OF PORTS AND COASTLINES

The Defense Mapping Agency is seeking recent photographs of ports and coastlines from around the world for publication in upcoming editions of *Sailing Directions*. The photos can be either color or black and white.

Of particular interest are photographs of landfall aspects, port approaches, channel entrances and turns, major navigational aids, points, capes, landmarks and other views that would assist navigators.

Photos should be taken from seaward and close enough that principal landmarks can be identified. The prints should contain notes which describe the position of the camera by coordinates or true bearing and distance from charted object, identify the navigational aids or landmarks photographed (black and white shots should include the colors) and the date and time shot as well as any other information that may be useful.

If possible, two copies of each photograph should be included. The prints should be sent to *Sailing Directions*, Defense Mapping Agency, Hydrographic/Topographic Center, Bethesda, MD 20816.

Joining the growing number of SIU pensioners this month are 19 members of the Seafarers who have retired after many years of sailing on the world's seaways.

Ten of those signing off sailed in the deep sea division while four each sailed in the inland and Great Lakes divisions and one in the Atlantic Fishermen's division.

Brother Pablo Lopez completed the steward recertification program at Piney Point in 1982. Of all the union brothers signing off this month, Brother Lopez was in the SIU the longest—having become a member in 1951 in the port of New York.

Of the retiring Seafarers, nine served in the U.S. military: five in the Army and two each in the Marine Corps and Navy.

Short biographical accounts of Brother Lopez and the other new pensioners follow.

DEEP SEA



JOSEPH COLLINS, 46, joined the Seafarers in 1971 in the port of Mobile, Ala. An Alabama native, he

sailed in all three departments—but mainly in the engine room—throughout his seafaring career. Brother Collins resides in Mobile.

ALBARO HERNANDEZ, 65, joined the SIU in 1959 in the port of New Orleans. Born in Texas, he



sailed in the deck department. Brother Hernandez upgraded at the Lundeberg School in 1981. He calls Corpus Christi, Texas home.



NICK HUTCHINS, 63, joined the union in 1969 in the port of Baltimore. A native of the Philippine Islands, he

sailed in the engine department. Brother Hutchins lives in Sunnyvale, Calif.

PABLO LOPEZ, 71, joined the Seafarers in 1951 in the port of New York. Born in the Philippines, he



graduated from the steward recertification program at Piney Point in 1982. Brother Lopez retired to Seattle.



DONALD MCFARLAND, 65, joined the SIU in 1975 in the port of Yokohama, Japan. A Seattle native, he

sailed in the deck department. Brother McFarland served in the U.S. Army from 1951 to 1953. He resides in Lynnwood, Wash.

**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 summaries of their maritime careers. These men and women have served the industry well, and the SIU and all their union brothers and sisters wish them happiness and health in the days ahead.

DOUGLAS McLEOD, 59, joined the union in 1968 in the port of New York. Born in Lucedale, Miss., he



sailed in the engine department. Brother McLeod served in the U.S. Marine Corps from 1952 to 1954. He lives in De Funiak Springs, Fla.



PABLO PACHECO, 65, joined the SIU in 1956 in the port of New York. A native of Ponce, P.R.,

he sailed in the deck department. Brother Pacheco upgraded at Piney Point in 1981. He retired to Mercedita, P.R.

ALFREDO PANICO, 64, joined the union in 1965 in the port of Wilmington, Calif. Born in Italy, he



sailed in the steward department. Brother Panico resides in Jacksonville, Fla.

DONALD PACCIO, 66, joined the Seafarers in 1963 following his graduation from the Andrew Furuseth Training School in New York. A New York native, he



sailed in the deck department. Brother Paccio upgraded at the Lundeberg School frequently. He served in the U.S. Army from 1946 to 1958. Brother Paccio calls Long Island, N.Y. home.

LAWRENCE STOGNER, 66, joined the Seafarers in 1980 in the port of Seattle. A native of Long Beach,

Calif., he sailed in the deck department. Brother Stogner served in the U.S. Navy from 1943 to 1955. He calls Tacoma, Wash. home.

INLAND

WILLIAM GREER SR., 62, joined the union in 1957 in the port of New Orleans. Born in Frisco City, Ala., he most recently sailed as a pilot. Boatman

Greer upgraded at Piney Point in 1976. He resides in Lacombe, La.

ELBERT DAVIS, 66, joined the SIU in 1961 in the port of Norfolk, Va. A Greenville, N.C. native, he



worked his way up a boatman's career path, retiring as a captain. Boatman Davis retired to Nashville, N.C.

DAVID JONES, 63, joined the Seafarers in 1955 in the port of Norfolk, Va. A native of Newport News, Va., he sailed in the deck department. Boatman Jones served in the U.S. Army from 1946 to 1947. He calls Chesapeake, Va. home.



JOHN SCOTT, 62, joined the SIU in 1974 in the port of Philadelphia. Born in Tangier, Va., he

sailed as a tankerman. Boatman Scott served in the U.S. Navy from 1951 to 1971. He retired to Onancock, Va.

GREAT LAKES

KAID ALGALHAM, 52, joined the Seafarers in 1972 in the port of Detroit. Born in Arabia, he

sailed in the deck department. Brother Algalham upgraded at the Lundeberg School in 1979. He calls Detroit home.



BERNARD BYRNE, 62, joined the union in 1961 in his native Chicago. Brother Byrne sailed in the deck department. He served in the U.S. Army from 1952 to 1954. Brother Byrne resides in Parkridge, Ill.



DANIEL HULL, 64, joined the SIU in 1968 in his native Alpena, Mich. Brother Hull sailed in the

deck department. He still calls Alpena home.

WILLIAM TRUAX, 57, joined the union in 1967 in the port of Toledo, Ohio native, he sailed in the deck department. Brother Truax served in the U.S. Army from 1959 to 1963. He retired to Maumee, Ohio.

ATLANTIC FISHERMEN

JAMES INTERRANTE, 63, joined the Seafarers in 1966 in his native Gloucester, Mass. Brother Interrante continues to live in Gloucester.

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.

Final Departures

DEEP SEA

RIVERSLY BROWN



Pensioner Riversly Brown, 85, passed away April 20. Born in Puerto Rico, he joined the

Seafarers in 1944 in the port of Norfolk, Va. Brother Brown sailed in the steward department. He retired in July 1974.

SAMUEL CARTER



Samuel Carter, 45, died April 16. A native of Philadelphia, he joined the SIU in 1968 in the port

of New York. He sailed in both the steward and engine departments. Brother Carter upgraded at the Lundeberg School in 1986.

MICHAEL CASSIDY



Michael Cassidy, 67, passed away April 14. Born in Flushing, N.Y., he joined the union in

1958 in the port of Jacksonville, Fla. Brother Cassidy sailed in the deck department. He served in the U.S. Navy from 1944 to 1946.

MARION CIAGLO



Pensioner Marion Ciaglo, 71, died April 6. A Colchester, Conn. native, he joined the

Seafarers in 1951 in the port of New Orleans. Brother Ciaglo sailed in the deck department. He served in the U.S. Navy from 1942 to 1945. Brother Ciaglo began receiving his pension in 1988.

TOMMY COPELAND



Pensioner Tommy Copeland, 62, passed away November 15. Born in Detroit, he joined the Marine

Cooks and Stewards in 1962 in the port of San Francisco, before that union merged with the Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Copeland served in the U.S. Coast Guard from 1941 to 1945. He retired in August 1986.

ROBERT COSSIBOIN

Pensioner Robert Cossiboin, 74, died April 8. A native of



Chicago, he joined the SIU in 1959 in the port of New York.

Brother Cossiboin sailed in the engine department. He upgraded at Piney Point in 1975. Brother Cossiboin served in the U.S. Marine Corps from 1939 to 1951. He began receiving his pension in October 1982.

JAMES COYLE

Pensioner James Coyle, 82, passed away March 4. He joined the union in 1956 in his native New Orleans. Brother Coyle sailed in the engine department. He served in the U.S. Army from 1942 to 1945. Brother Coyle retired in April 1983.

JACK CRAFT



Pensioner Jack Craft, 67, died April 21. Born in Ft. Worth, Texas, he joined the

Seafarers in 1958 in the port of New York. Brother Craft sailed in the steward department. He served in the U.S. Marine Corps from 1942 to 1944. Brother Craft began receiving his pension in March 1983.

DAVID EBY



Pensioner David Eby, 81, passed away April 21. A Maryland native, he joined the

SIU in 1968 in the port of Baltimore. Brother Eby sailed in the steward department. He served in the U.S. Navy from 1942 to 1945. Brother Eby retired in January 1985.

HERBERT FENTRESS



Pensioner Herbert Fentress, 80, died March 13. He joined the union in

1962 in his native Norfolk, Va. Brother Fentress sailed in the engine department. He began receiving his pension in November 1978.

GEORGE FORREST



Pensioner George Forrest, 72, passed away March 29. Born in Beltsville, Md., he joined the

Seafarers in 1953 in the port of New York. Brother Forrest sailed in the deck department. He served in

the U.S. Navy from 1940 to 1946. He retired in August 1986.

DONALD FROUNFELTER



Pensioner Donald Frounfelter, 72, died March 27. A South Dakota native, he joined the

SIU in 1966 in the port of Seattle. Brother Frounfelter sailed in the steward department. He served in the U.S. Air Force from 1942 to 1963. Brother Frounfelter began receiving his pension in June 1991.

CHARLES GILL

Pensioner Charles Gill, 73, passed away March 15. He joined the union in 1944 in his native Boston. Brother Gill sailed in the steward department. He upgraded at the Lundeberg School in 1970. Brother Gill retired in August 1979.

CYRIL GRAB



Pensioner Cyril Grab, 76, died March 31. He joined the

Seafarers in his native New Orleans in 1958. Brother Grab sailed in the engine department. He upgraded at Piney Point in 1975. Brother Grab served in the U.S. Army from 1941 to 1945. He began receiving his pension in October 1983.

RUTH JONES



Pensioner Ruth Jones, 82, passed away February 25. Born in Concord, N.H., she joined the

Marine Cooks and Stewards in San Francisco, before that union merged with the AGLIWD. Sister Jones retired in February 1975.

PATRICK KEY



Pensioner Patrick Key, 76, died March 17. A native of the Panama Canal Zone, he joined the

SIU in 1967 in the port of New York. Brother Key sailed in the engine department. He retired in May 1983.

LAWRENCE LACHAPPELL



Pensioner Lawrence Lachapell, 68, passed away March 20. Born in Wisconsin, he joined the union in

1944 in the port of Baltimore. Brother Lachapell sailed in the deck department. He retired in October 1985.

DENIS MCGUINNESS



Denis McGuinness, 60, died April 21. A New York native, he joined the

Seafarers in 1989 in the port of Jacksonville, Fla. Brother McGuinness sailed in the deck department. He upgraded at the Lundeberg School in 1990. Brother McGuinness last sailed aboard the *Raleigh Bay*.

ERNEST PETERSON

Ernest Peterson, 49, died April 8. A native of Washington, he joined the SIU in 1992 in the port of San Francisco. Brother Peterson sailed in the deck department. He last sailed aboard the *USNS Wyman*.

RAYMOND MEJIA



Pensioner Raymond Mejia, 71, passed away April 2. Born in Honduras, he joined the

Marine Cooks and Stewards in 1958 in the port of Wilmington, Calif., before that union merged with the AGLIWD. Brother Mejia retired in December 1993.

SAMUEL SMITH



Pensioner Samuel Smith, 77, passed away February 17. Born in Buffalo, N.Y., he joined the union in

1954 in the port of San Francisco. Brother Smith sailed in the steward department. He began receiving his pension in February 1989.

CHARLES VANVOORHEES



Pensioner Charles Vanvoorhees, 75, died March 31. A Wisconsin native, he signed on with the

Seafarers in 1963 in the port of Seattle. Brother Vanvoorhees successfully completed the bosun recertification courses at the Lundeberg School in 1983. He served in the U.S. Navy from 1941 to 1945. Brother Vanvoorhees retired in December 1984.

MERCERS WATKINS

Mercers Watkins, 35, passed away December 31, 1993. Born in Mobile, Ala., he graduated from the trainee program at Piney Point in 1978. Brother Watkins returned to the Lun-

deberg School to upgrade in 1985. He last sailed aboard the *Scan*, an Amsea vessel.

INLAND



Pensioner Andres Ygama, 76, died April 1. A native of the Philippines, he joined the

SIU in 1951 in the port of New York. Brother Ygama sailed in the steward department. He began receiving his pension in December 1982.

INLAND

FRANCIS MILLIN

Pensioner Francis Millin, 69, died March 27. He signed on with the union in 1963 in his native Chicago. Boatman Millin sailed in the engine department. He also sailed in the deck department in the Great Lakes division. Boatman Millin served in the U.S. Army Air Force from 1943 to 1946. He began receiving his pension in June 1986.

WILLIAM CARNEY



Pensioner William Carney, 72, passed away April 13. The Pennsylvania native joined the

Seafarers in 1966 in the port of Philadelphia. Boatman Carney retired as a tankerman. He also served in the U.S. Navy from 1942 to 1945. Boatman Carney retired in August 1984.

GREAT LAKES

NELSON SPRINKETT



Pensioner Nelson Sprinkett, 73, passed away April 2. Born in Soo, Mich., he joined the

SIU in 1973 in the port of Buffalo, N.Y. Brother Sprinkett sailed in the deck department. He retired in October 1984.

RAILROAD MARINE

ERNEST HUGATE



Pensioner Ernest Hugate, 91, died April 25. A native of Mathews County, Va., he joined the

Seafarers in 1960 in the port of Norfolk, Va. Brother Hugate sailed in the deck department. He began receiving his pension in February 1968.

Digest of Ships Meetings

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

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

PFC JAMES ANDERSON (Maersk Lines), January 19—Chairman T. Anderson, Secretary H. Wildermuth, Deck Delegate Wayne Green, Engine Delegate Donald Lumpkins, Steward Delegate Earl Castain. Chairman praised steward department on good food and clean ship. Educational director recommended all members take advantage of upgrading opportunities available at Paul Hall Center. No beefs or disputed OT reported.

ROBERT E. LEE (Waterman Steamship), January 9—Chairman Marvin Zimbro, Secretary Robert Bright, Educational Director William Thomas, Deck Delegate Donald Hood, Engine Delegate Charles Grogan, Steward Delegate John Foster. Chairman discussed new contract with crewmembers. Educational director advised members to read *Seafarers LOG* and upgrade skills at Piney Point. No beefs or disputed OT reported. Chairman reminded crew to be quiet in passageways. Next port: Suez, Egypt.

AMERICAN CORMORANT (Osprey Shipping), February 20—Chairman V. Huelett, Secretary D.K. Goggins, Educational Director Robert McDonald, Deck Delegate C. Patterson. Secretary requested patrolman meet vessel in next port. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crewmembers gave special vote of thanks to Steward/Baker Goggins, Chief Cook Robert Wright and SA Migdalia Ortiz for great food and keeping ship clean.

ULTRAMAX (Sealift, Inc.), February 27—Chairman Edmund Brand, Secretary J. Thacher, Deck Delegate Daniel Gaylor, Engine Delegate Steven Boleware, Steward Delegate Tookie Davalie. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crewmembers requested new mattresses. Crew thanked galley gang for job well done. Crew reported mail not reaching ship in timely manner.

AMERICAN FALCON (Crowley American Transport), March 21—Chairman Mike McCordie, Secretary R. Dole, Deck Delegate Edward Latimer. Chairman discussed war zone pay for time in Mogadishu, Somalia. He thanked engine department for building grill. He also thanked galley gang for good food. Crew requested patrolman meet vessel upon arrival in Charleston, S.C. No beefs or disputed OT reported. Crew asked contracts department to look into slow mail delivery to ship.

CHARLES L. BROWN (Transoceanic Cable), March 30—Chairman J. Harrington, Secretary Brenda Kamiya, Deck Delegate Paul Latorre, Engine Delegate Clive Steward, Steward Delegate Kenneth Cabato. Chairman announced port agent to meet ship at payoff. He reported new chief mate and captain signing on and asked crewmembers to clean laundry room regularly. He also stated copy of new contract available for review by crewmembers. No beefs or disputed OT reported. Crew asked contracts department to look into improving dental benefits. Next port: St. Thomas, V.I.

CONSTELLATION (Maersk Lines), March 28—Chairman Bradford Shelly, Secretary D. Williams, Educational Director Leonard Strong, Deck Delegate Kevin Combs, Steward Delegate F. Umali. Educational director recommended members upgrade at Paul Hall Center. Treasurer announced \$328 in ship's fund. No beefs or disputed OT reported. Crew stated videotape from headquarters received with copies of new *Seafarers LOG*. They noted new weights in gym and discussed recording movies for ship's video library. Chairman advised crewmembers to conserve water while ship is in port. Next port: Sasebo, Japan.

COVE LIBERTY (Cove Shipping), March 27—Chairman Carlos Spina, Secretary William Winters, Steward Delegate Joseph Patrick. Chairman reported the *Seafarers LOG* has been received. He advised crewmembers that ship will be making two short trips between Long Island, N.Y. and New Jersey, then begin cleanup of vessel for two-week layup in Mobile, Ala. After layup, ship is scheduled for trip to Egypt. No beefs or disputed OT reported. Steward delegate asked crewmembers to help keep mess hall clean. Crew requested new chairs for crew lounge and hook-up of the ship's antenna.

GALVESTON BAY (Sea-Land Service), March 6—Chairman Carlton Hall, Secretary Jose Rivera, Educational Director P. Kanavos, Engine Delegate Sheldon Greenberg, Steward Delegate John Platts. Chairman announced arrival in Charleston, S.C. and advised members not to leave ship until relieved. He reminded crew of repair list posted in crew lounge. Secretary urged members to take advantage of upgrading opportunities available at Piney Point. Educational director encouraged crewmembers to attend safety meetings. No beefs or disputed OT reported. Crew extended special vote of thanks to steward department for excellent food and job well done.

GOPHER STATE (Interocean Management), March 25—Chairman Claude New, Secretary L. Sykes, Educational Director Mann Aroon, Engine Delegate John Miller. Chairman and crewmembers extended vote of thanks to port agent in Norfolk, Va. for swift action in settling beefs. No beefs or disputed OT reported. Crew asked that VCR be repaired or replaced. Crew requested separate storage bin for dirty linens. Next port: Saipan.

LNG TAURUS (ETC), March 20—Chairman Robbyson Suy, Secretary Francis Ostendarp, Educational Director Daniel Brass, Deck Delegate Larry Lehner. Chairman and educational director urged members to upgrade at Paul Hall Center whenever possible. Treasurer reported \$789 in ship's fund. No beefs or disputed OT reported. Crewmembers asked contracts department to look into increasing dental coverage. Crewmembers discussed union's retirement plan. Chairman announced Daniel Brass retiring after this voyage; crew will present him with gifts during a poolside party. Next port: Himeji, Japan.

MAJOR STEPHEN W. PLESS (Waterman Steamship), March 27—Chairman R. Hagood, Secretary E. Vieira, Educational Director G. E. Wallis, Deck Delegate R. M. Morton, Engine Delegate T. Kidd, Steward Delegate Jerry Wood. Chairman announced patrolman will meet ship in port for payoff. He noted crewmembers will be signing off and flying home from Spain. Educational director advised members of new refrigeration program at Piney Point. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Chairman reminded members to be careful not to slam doors when entering rooms. Crew gave vote of thanks to steward department for job well done. Next port: Canary Islands.

NEDLOYD HOLLAND (Sea-Land Service), March 20—Chairman Walter Petty, Educational Director W. Payne, Deck Delegate Robert Grubbs, Engine Delegate Tom Barry, Steward Delegate Willie Grant. No beefs or disputed OT reported. Crew requested microwave oven for crew lounge and gave vote of thanks to galley gang for job well done. Next port: Charleston, S.C.

OMI DYNACHEM (OMI), March 27—Chairman Larry Kunc, Secretary Steven Wagner, Educational Director W. Weekley, Deck Delegate Tom Kernan, Engine Delegate Nestor Martinez, Steward Delegate K.R. Kelly. Chairman noted ship scheduled for payoff upon arrival on West Coast and advised crewmembers of scheduled repair work. Treasurer asked members to rewind movies before putting them back in movie locker. No beefs or disputed OT reported. Crew reported "Scandal at Sea" videotape received and crew will view at next safety meeting. Crew thanked steward department for well prepared meals. Next port: Houston.

OOCL INNOVATION (Sea-Land Service), March 7—Chairman John Bertolino, Secretary Hazel Johnson. Chairman reminded members SPAD donations make the SIU the strongest of all maritime unions. Secretary announced fresh stores available in New York upon arrival. He urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Chairman encouraged crewmembers to write to congressional representatives, urging them to save American ships from going foreign flag. He asked contracts department for clarification of DEU duties. Next port: Boston.

OVERSEAS ALICE (Maritime Overseas), March 20—Chairman Ron Paradise, Secretary Paul Stubblefield, Educational Director Joe Spell. Secretary reminded members to have respect for fellow shipmates. He asked crewmembers to inform galley gang if unable to attend a shipboard meal. Educational director advised members to upgrade at Paul Hall Center whenever possible. No beefs or disputed OT reported. Chairman announced vessel scheduled to go into shipyard. He extended special votes of thanks to deck and steward departments for jobs well done. He noted repair list submitted to captain. He reminded crewmembers to have updated benzene and clinic cards with them at all times.

OVERSEAS BOSTON (Maritime Overseas), March 30—Chairman S. Garay, Secretary W. Bryley, Educational Director S. Wilkinson, Deck Delegate Tom Benak, Engine Delegate Robert Dehlobm, Steward Delegate James Boss. Educational director advised members to upgrade skills as soon as possible at Piney Point. No beefs or disputed OT reported. Steward delegate reminded members to strip bunks, turn in linen and keys before signing off. Bosun

thanked entire crew for good trip. He extended special thanks to steward department members for excellent meals and wiper E.J. Barron for keeping crew quarters clean.

OVERSEAS VIVIAN (Maritime Overseas), March 27—Chairman Frank Cottogin, Secretary Ed Haber, Educational Director James Fonville, Deck Delegate Kevin Hare, Engine Delegate Douglas Laughlin, Steward Delegate Earl Mathews. Chairman discussed safety meeting with crewmembers and announced payoff in Corpus Christi, Texas. Educational director reminded members of deadline for scholarship applications. No beefs or disputed OT reported. Crew discussed drug testing policy. Chairman reminded crewmembers of no smoking policy in lounge and mentioned that copies of new contract are available upon request.

les Howell. Chairman announced payoff in Long Beach, Calif. He asked contracts department to supply copy of contract for crewmembers. Educational director advised crewmembers to upgrade at Piney Point whenever possible. No beefs or disputed OT reported. Crew reported copies of *Seafarers LOG* received. Crew discussed posting a list of movies bought each month and requested new pillows and mattresses. Next port: Long Beach, Calif.

SEA-LAND NAVIGATOR (Sea-Land Service), March 27—Chairman W. Becher, Secretary J.S. Smith. Chairman advised members to keep doors locked while in port and report any needed repairs directly to him. Educational director urged members to attend upgrading classes at Lundeberg School. No beefs or disputed OT reported. Crew requested new VCR and thanked galley gang for job well done.

Birthday Celebration at Sea



Celebrating his 18th birthday—complete with cake—is Steward Assistant Thomas "Slic" Robinson. Joining in on the festivities aboard the *USNS Silas Bent* are Steward Assistants Mohamed "Moe" Saleh Mohamed (left) and Eric Easter.

RALEIGH BAY (Sea-Land Service), March 27—Chairman J.A. Martinez, Secretary Edward Collins, Educational Director Paul Titus. Chairman reported payoff. Secretary stressed importance of donating to SPAD and upgrading skills at Paul Hall Center. No beefs or disputed OT reported. Crewmembers noted videotape from union headquarters received. Crew extended special vote of thanks to galley gang for job well done. Next port: Elizabeth, N.J.

ROBERT E. LEE (Waterman Steamship), March 20—Chairman Marvin Zimbro, Secretary William Belcher, Educational Director William Thomas, Deck Delegate Donald Hood, Engine Delegate Charles Grogan. Chairman reported everything going well. Educational director discussed importance of upgrading at Piney Point. Deck delegate reported beefs. No beefs or disputed OT reported by engine or steward delegates. Crew thanked steward department for job well done.

SEA-LAND CHALLENGER (Sea-Land Service), March 13—Chairman G. Corelli, Secretary H. Scypes, Educational Director Ron Smith, Engine Delegate J. Vazquez. Steward Delegate Jorge Salazar. Chairman reported smooth sailing with payoff due in Elizabeth, N.J. He reminded members to donate to SPAD and upgrade skills at Paul Hall Center. No beefs or disputed OT reported.

SEA-LAND LIBERATOR (Sea-Land Service), March 27—Chairman Teodulfo Alanano, Secretary F. Thomas, Educational Director Elwyn Ford, Deck Delegate Char-

SEALIFT ARCTIC (IMC), March 20—Chairman Sonny Herrera, Secretary D. Clay, Educational Director E. Perriera. Educational director reminded members of importance of upgrading at Lundeberg School. He noted scholarships available to members and their families. No beefs or disputed OT reported. Crew asked for new furniture for crew lounge. Chairman reminded members to clean up after themselves in lounge and take care of videotapes. Crew gave vote of thanks to Bosun Herrera and AB Peter Bean for time and effort spent on union and company affairs that have been beneficial and educational to crew. Crew thanked galley gang for job well done.

SEALIFT ATLANTIC (IMC), March 20—Chairman Carlos Loureiro, Secretary Oscar Angeles, Deck Delegate Doug Lawton, Engine Delegate Randy Snay, Steward Delegate Wendy Fearing. Chairman thanked OSs and pilot for job well done steering on the Mississippi River. He thanked crewmembers for job well done cleaning tanks. He reminded members to take care of laundry room and put movies back in place after use. He thanked galley gang for great meals. Educational director encouraged members to upgrade at Piney Point. Treasurer reported \$50 in ship's fund. No beefs or disputed OT reported. Crew noted ice maker needs repair and new cable needed for TV antenna. Crew discussed making shelves for movies. Next port: New York.

USNS BELLATRIX (Bay Ship Management), March 16—Chairman Bruce Korte, Secretary R. Wilcox, Educational Director Christopher McKinney, Deck Delegate Joe Sausek, Engine

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Ships Digest

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Delegate **Ron Day**, Steward Delegate **Randy Stephens**. Chairman noted exercise equipment for crewmembers not available aboard ship as contract states. Crew requested new videotapes and VCR for engine department lounge. Chairman asked contracts department if crew is covered by war zone pay for time in Mogadishu, Somalia. Secretary informed crew all union forms available upon request. Educational director advised members to check *Seafarers LOG* for upgrading information and attend courses at Paul Hall Center. Deck delegate thanked **OS M. Castro** for keeping lounge and passageways clean. Steward delegate thanked crewmembers for cooperation in keeping mess halls clean. No beefs or disputed OT reported. Crewmembers stated little or no mail service reaching ship. Chairman asked contracts department to clarify holiday and weekend pay. He thanked crew for good voyage. Crew thanked galley gang for good meals and service. Next port: Durban, South Africa.

USNS SILAS BENT (Bay Ship Management), March 25—Chairman **R. Vazquez**, Secretary **B. Henderson**, Educational Director **Richard Larsen**, Deck Delegate **Andre Bernard**, Steward Delegate **Thomas Robinson**. Chairman discussed upcoming quality assurance inspection in Dubai and pay draws. Secretary noted refrigerators and freezers clean, organized and temperatures normal. He added that store rooms are clean and organized. He noted fresh milk and stores are due in next port. Educational director stressed importance of upgrading skills at Paul Hall Center. Treasurer reported \$64 in ship's fund. No beefs or disputed OT reported. Crew requested new VCR and magazines for crew lounge and asked for posters, photos or pictures to decorate bulkheads. Chairman answered questions about ship's transporting explosives.

BROOKS RANGE (Interocean Management), April 3—Chairman **W. Kleimola**, Secretary **J. Hanrahan**, Deck Delegate **E. O'Brien**, Engine Delegate **Horst Baetjer**, Steward Delegate **Troy Pope**. Chairman advised crewmembers of completion of various repairs. He reminded members to care for new furniture. Secretary noted he is available to answer any questions crewmembers may have pertaining to union. No beefs or disputed OT reported. Chairman stated patrolman boarded ship in Los Angeles. Crew thanked steward department for professional work done in galley. Chairman reminded members to use caution when emptying ash-

trays and to clean rooms before signing off. Crew thanked galley gang for excellent preparation of cod and halibut.

CHARLESTON (Apex Marine), April 2—Chairman **K.D. Jones**, Steward Delegate **Harry Jones**. Chairman noted smoking policy discussed with patrolman in Long Beach, Calif. Secretary urged members to donate to SPAD and upgrade skills at Paul Hall Center. No beefs or disputed OT reported.

LNG ARIES (ETC), April 1—Chairman **Monte Perira**, Steward Delegate **R. Brown**, Educational Director **J. Hoskins**, Engine Delegate **Dasril Panko**, Steward Delegate **Al Fretta**. Chairman noted telex received from company stating all safety shoe receipts must be legible and stating items received to be reimbursed. Secretary reminded crewmembers before signing off to return all linens and dishes. Educational director encouraged members to take advantage of upgrading opportunities at Lundeberg School. Treasurer reported \$203 in ship's fund. No beefs or disputed OT reported. Crew requested space for baggage similar to what the officers have. Crewmembers also discussed creating new movie policy and asked for new furniture for lounge. Crew extended special thanks to Chief Cook **Fretta** and entire galley gang for preparing great meals. Next port: **Pyeongtaek**, South Korea.

OOCL INSPIRATION (Sea-Land Service), April 3—Chairman **B. Carrano**, Secretary **F. Bishop**, Educational Director **Eric Bain**, Deck Delegate **W. Dickey**, Steward Delegate **Eddy Usmany**. Chairman announced payoff in Charleston, S.C. Educational director advised members to upgrade at Piney Point. No beefs or disputed OT reported. Crew thanked steward department for job well done. Crew reported microwave oven in crew mess area broken. Next port: **Port Everglades**, Fla.

OVERSEAS ARCTIC (Maritime Overseas), April 15—Chairman **Floyd Perry**. Chairman announced payoff. No beefs or disputed OT reported. Crew requested better quality furniture for crew lounge. Chairman reminded crewmembers to check dryer filter before use. Crew asked contracts department to look into improvements in dental plan. Next port: **Corpus Christi**, Texas.

OVERSEAS JOYCE (Maritime Overseas), April 11—Chairman **R. Bradford**, Secretary **L. McNutt**, Educational Director **Steve Hoffman**, Deck Delegate **John O'Farrell**, Steward Delegate **Kenneth Bethea**. Chairman reported payoff in Baltimore and confirmed next voyage to East Coast ports. Educational director recommended all members attend upgrading classes at Paul Hall Cen-

ter as often as possible. No beefs or disputed OT reported. Crew reported "Scandal at Sea" video and *Seafarers LOG* received. Next port: **Jacksonville**, Fla.

OVERSEAS OHIO (Maritime Overseas), April 13—Chairman **Robert Pagan**, Secretary **Earl Gray Sr.**, Educational Director **M. Ribeiro**, Deck Delegate **John Baker**, Engine Delegate **Norman Israel**, Steward Delegate **Duane Bergeson**. Chairman complimented crewmembers on excellent work. He asked crew to use one washing machine for work clothes only and reserve other for regular laundry and dress clothes. Secretary reminded crew to use marked containers for trash and plastic. Educational director discussed importance of upgrading skills at Lundeberg School and noted family can also accompany members. No beefs or disputed OT reported. Crew gave vote of thanks to galley gang for job well done. Next port: **Long Beach**, Calif.

OVERSEAS WASHINGTON (Maritime Overseas), April 6—Chairman **Timothy Koebel**, Secretary **Robert Miller**, Deck Delegate **Russel Harrsen**, Engine Delegate **Willie Lee**. Chairman urged crewmembers to write their senators and congressmen concerning legislation to fund maritime revitalization program. He noted sample letter and booklet with state senator and congressmen's addresses are posted for all to read. No beefs or disputed OT reported. Crewmembers extended special vote of thanks to Captain **O'Brien** for purchasing and installing new TV and VCR in crew lounge. Crewmembers discussed using courtesy while smoking in crew lounge at designated times. Chairman requested movies be rewound and returned to proper cases. Next port: **Nikolski**, Alaska.

SEA-LAND ACHIEVER (Sea-Land Service), April 7—Chairman **Paul Lewis**, Secretary **V. Cevedo**. Educational director reminded crewmembers to clean lint screen before using dryer. He encouraged members to upgrade at the Piney Point. Treasurer stated \$60 in movie fund. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew asked contracts department to look into increased optical benefits. Crew thanked galley gang for clean ship and good meals served on daily basis with excellent salad bar.

SEA-LAND ENDURANCE (Sea-Land Service), April 10—Chairman **T. Trehern**, Secretary **Ruben Galleguillos**, Deck Delegate **William Murphy**. Chairman discussed upcoming lifeboat drills in port of San Francisco. Educational director reminded members Piney Point training is very important. Deck delegate asked contracts department for clarification on QMED duties. No beefs or dis-

puted OT reported. Crew thanked steward department for job well done.

SEA-LAND FREEDOM (Sea-Land Service), April 4—Chairman **Steve Copeland**, Secretary **C. Mosley**, Educational Director **D. Gorgios**, Deck Delegate **Ken Hagar**, Engine Delegate **Melvin Layner**, Steward Delegate **Donald Garrison**. Chairman reminded members getting off ship to take time to clean rooms for those signing on. He noted garbage room has three separate cans for wet garbage, plastic and room trash. Educational director urged members to take advantage of upgrading classes at Lundeberg School. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegate. Crew reported "Scandal at Sea" video received and available for all to view. Crew asked contracts department for clarification of watch standing duties as contained in new contract. Crew gave vote of thanks to galley gang for great meals and keeping ship clean. Next port: **Singapore**.

SEA-LAND PACIFIC (Sea-Land Service), April 4—Chairman **Lothar Reck**, Secretary **George Bronson**, Educational Director **Taylor Clear**, Deck Delegate **Julius Udan**, Engine Delegate **Joseph Arnold**, Steward Delegate **Rebecca Pouliot**. Chairman urged crew to attend union meetings and remain at payroll until all beefs and disputed OT are settled. He encouraged members to donate to SPAD and support maritime revitalization and union activities. Secretary thanked crewmembers for assistance in keeping common areas clean. He asked them to replace movies in correct order and lock lounge while in port. Educational director advised crew to read and learn safety policies and take active part in safety meetings. He also reminded crew to upgrade

skills at Paul Hall Center. Treasurer stated \$51 in movie fund and \$345 in ship's fund. Beef reported by engine delegate. No beefs or disputed OT reported by deck or steward delegates. Crew

Mediterranean Bound



Bosun Cesar A. Gutierrez enjoys the scenery as the *OMI Missouri* passes the Madeira Islands, Portugal while en route to Israel.

received copies of *Seafarers LOG*. Chairman reminded members to clean rooms before leaving ship. He asked crewmembers to separate trash. Crewmembers thanked galley gang for great food. Next port: **Tacoma**, Wash.

SHINING STAR (Sea-Land Service), April 1—Chairman **C. James**, Secretary **Stephanie Torres**, Educational Director **C. Welsh**, Deck Delegate **G. Vargas**, Steward Delegate **Spencer Ryans**. No beefs or disputed OT reported. Crewmembers discussed marking washers and dryers to designate one for work clothes and one for street clothes. Next port: **Elizabeth**, N.J.

Piney Point Vacation An Option for SIU Families

During the hot days of summer, what better way to spend a well-earned vacation than at a waterfront setting? The Paul Hall Center in Piney Point, Md., the union's extensive training center, each summer makes available some of its rooms to Seafarers and their families who wish to take advantage of the facilities and location of the school.

Located in St. Mary's County, which is surrounded by 400 miles of shoreline, the resort is directly situated on St. George's Creek and offers many waterborne activities and chances for fun — come rain or shine.

There is plenty to choose from. The facility provides a health spa, tennis courts, Olympic-size swimming pool, sailboats and miles of captivating landscape for peaceful walks or jogs, as well as grassy picnic areas equipped with grills and tables.

For those who wish to venture outside the gates of the facility, Washington, D.C., Baltimore and Alexandria, Va. are short distances away, offering many historic and educational sights that every member of the family can enjoy. The White House, U.S. Capitol and the famous museums of the Smithsonian Institution are a mere hour-and-a-half drive from the Paul Hall Center.

Only available to Seafarers and their families, Piney Point offers an exclusive note of privacy with just the right mix of entertainment. The cost of this memorable vacation for an SIU member is \$40.40 per day. Spouses and children will be charged \$9.45 each per day (including all meals). There is no charge for children 11 years of age or younger. The vacation stay is limited to two weeks per member and his or her family per year.

So make your choice now on where to spend your summer vacation. Fill out the coupon below and mail it in to make reservations for a tranquil summer vacation at the Paul Hall Center in Southern Maryland.

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)

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

Brotherhood's Memorial Service



LNG Capricorn crewmembers pay their final respects in a memorial ceremony at sea for Recertified Bosun **Donald Rood**. They include (from left), AB **Tom Harding**, QMED **Vince Larimer**, AB **David Cavdill**, AB **William Rios**, QMED **Bobby Rice**, AB **Robert O'Connell**, QMED **Flandy McKinzie**, Bosun **Charles Kahl**, Chief Steward **Robert Frazier** and SA **Glenn Galpin**. Rood passed away October 8, 1992 at the age of 72. He had requested his body be left to medical science and his ashes later buried at sea.

Seafarers Maintain Positioning Fleet

SIU Ships Stand Ready in Diego Garcia



When mariners are part of the crew of the U.S. military's prepositioning fleet, they have to be ready to sail, fully loaded, at a moment's notice. That is why while the Military Sealift Command's (MSC) prepositioning fleet, based off Diego Garcia, waits at anchor, Seafarers utilize the time maintaining the ships for the highest degree of readiness.

Many prepositioning ships are loaded with cargo for the U.S. Marine Corps, making them ready for use when the troops are called out.

A key asset in the logistics plan of the U.S. armed forces, the prepositioning fleet is made up of privately owned American-flagged vessels which are based in Diego Garcia and ready to set sail immediately after activation.

Located in the hot climate of the

British Indian Ocean Territories, Diego Garcia is a small island that is home to a key U.S. Navy support facility.

On any given day, there may be several American-flag ships under charter to MSC anchored off the island.

On a recent trip to Diego Garcia to meet with Seafarer crewmembers, SIU representative Sal Aquia found that the long distance away from the U.S. in no means diminishes the interest of SIU members in the legislative and union affairs which impact on their employment.

"Many Seafarers asked about the status of the bill going through the House [of Representatives] that will assure some degree of government support for the U.S.-flag commercial fleet," said Aquia, who also provided these photos.



The painting and chipping detail aboard the *American Osprey* takes a break for a photo. From the left are Bosun Tom Gagnon, AB Steve Grier and Pumpman Art Maxwell.



Keeping an eye on the engineroom board of the *American Kestrel* is Oiler Antonette Strauch.



AB T.T. Larson grabs a snack on the *Cobb*, one of many ships in Diego Garcia.



Operating a crane aboard the *American Kestrel* is AB Wes Elliott.



Bosun Jerry Smith stands by to handle cargo on the *Kestrel*.



After completing deck duties, AB Mark Halberg is ready for a meal aboard the *American Osprey*.



Duties in the galley for SA Jimmy Cordova include checking the ice machine on the *Gianella*.



Asst. Cook Utility Michael Watts stirs soup while preparing lunch aboard the *Cpl. Louis Hauge*.



It takes a big pot to handle meals for the crew aboard the *Alex Bonnyman*—as Chief Cook Ed Aperto shows.

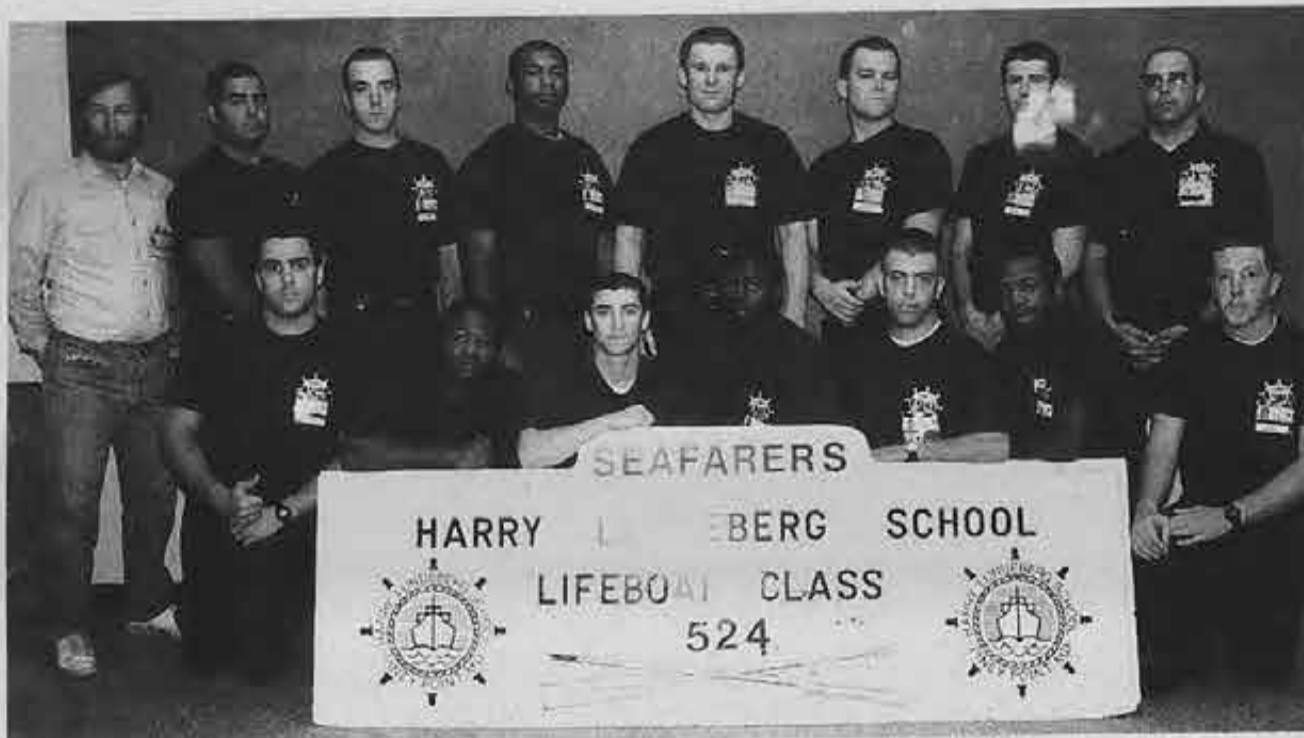


Fixing dinner aboard the *American Kestrel* are Chief Steward X-zer Aquino (left) and Chief Cook M. Maffioli.



Preparing a shrimp dish on the *Gianella* is Chief Cook Martin Ketchem.

Lundeberg School Graduating Classes



Trainee Lifeboat Class 524—Graduating from trainee lifeboat class 524 are (from left, kneeling) Jon Bednarczyk, Michael Edwards, Thomas Chesney, Robert W. Elliott Jr., Kim Tye, Rasheem McDowell, Chad Cunningham, (second row) Ben Cusic (instructor), Louis Cruz, Darren Roberts, Claudell Blakely Jr., Anton Sulic, Patrick Burke, Shanti Wolph and James Atwell.



Upgraders Lifeboat—With instructor Ben Cusic (center) is Chris Buffone, who completed the two-week upgraders lifeboat class on May 9.



Celestial Navigation—Graduating from the celestial navigation course in April are (from left) Jeffrey Sousa, Robert Seltmann, Shannon Teem, Neal Doucet, Richard Morris and Jake Karaczynski (instructor).



Welding—Completing the welding course on April 18 are (from left, kneeling) William Carlin, Celina Butler, Jeffrey Sousa, (second row) William McClure (instructor), Leroy Williams, Herman Manzer, Maria Photiou, Ed Rynberg, (third row) Neil Carter, Phillip McKenzie and Eric Sutton.



Bridge Management/Radar—Upgrading members of the deck department completing the bridge management and radar course on March 24 are (from left, first row) Damian Krowicki, Jeffrey Sousa, William Bastianelli, (second row) David Dorrell, Douglas Blasius and Jim Brown (instructor).



Refrigeration Maintenance and Operations—Receiving their certification in refrigeration systems maintenance and operations on April 15 are (center, kneeling) Daniel Fowers, (from left, seated) Geoffrey Denesse, Milton Greene, José Quiñones, Sean Nolan, Paul Barbadillo, (standing) J.C. Weigman (instructor), Lonnie Carter, John Beard, Chris Zubowicz and Ralph Gosnell.



Marine Electrical Maintenance—The April 19 graduates of the marine electrical maintenance class are (from left) Jason Crist, Lawrence Rose, Robert Rudd, Hal Puckett, Eric Malzkuhn (instructor) and James Gibson. Not pictured are Marsha Dawson, Laurence Croes and Mark Lawrence.



LUNDEBERG SCHOOL 1994 UPGRADING COURSE SCHEDULE

The following is the course schedule for classes beginning between July and December 1994 at the Seafarers Harry Lundeberg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve job skills of Seafarers and to promote the American maritime industry.

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

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	July 15 September 9	August 26 October 21

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

Bridge Management (Shiphandling)	July 29 October 21	August 12 November 4
Radar Certification	July 22 August 19 September 16 October 14	July 29 August 26 September 23 October 21
Celestial Navigation	July 1 September 9	August 12 October 21
Limited License, Part 1	September 26	October 7
Limited License, Part 2	July 5 October 10	July 15 October 21
Limited License, Part 3	July 18 October 24	July 29 November 4

Safety Specialty Courses

Course	Check-In Date	Completion Date
Oil Spill Prevention and Containment	July 1 August 26 October 21	July 8 September 2 October 28
Lifeboatman	July 15 August 12 August 26 September 9 October 7	July 29 August 26 September 9 September 23 October 21
Basic/Advanced Fire Fighting	July 8 September 16 November 25	July 22 September 30 December 9
Sealift Operations & Maintenance	July 11 September 5	August 5 September 30

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	October 3	November 7
Steward Recertification	July 5	August 8

Steward Upgrading Courses

Course	Check-In Date	Completion Date
Assistant Cook, Cook and Baker	Contact admissions office for starting dates	
Chief Cook, Chief Steward	Contact admissions office for starting dates	

Engine Upgrading Courses

Course	Check-In Date	Completion Date
All students must take the Oil Spill Prevention and Containment class.		
QMED - Any Rating	August 1	October 21
Fireman/Watertender and Oiler	September 12	October 21
Refrigeration Maint. & Operations	August 1	September 9
Pumproom Maint. & Operations	September 5	October 14
Hydraulics	October 3	November 28
Marine Electrical Maintenance	July 5	August 26
Crane Maintenance	September 12	October 21
Welding	October 24	November 18

1994 Adult Education Schedule

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

Course	Check-In Date	Completion Date
GED Preparation	12 weeks - open-ended admission	
Adult Basic Education (ABE)	6 weeks - open-ended admission	
English as a Second Language (ESL)	6 weeks - open-ended admission	
Developmental Studies	July 11 August 22 September 5	July 15 August 26 September 9

General Education College Courses

Session III	September 12	November 4
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UPGRADING APPLICATION

Name _____
(Last) (First) (Middle)

Address _____
(Street)

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

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

Do you hold the U.S. Coast Guard Lifeboatman Endorsement?
 Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

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

LAST VESSEL: _____ Rating: _____
 Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

SEAFARERS LOG



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SEAFARERS
Have you planned your summer vacation yet? The Lundeberg School can provide you and your family with all the ingredients for an exciting vacation. For details and rates, see page 20.



Soldiers arrive at the port of Mogadishu to begin final voyage home to the U.S.



With their gear in hand, members of the 10th Mountain Division line up.



The departure is complete as troops march up the *Empire State's* gangway.

Seafarers Bring Home Last GIs from Somalia

Seafarers carried the last contingent of U.S. soldiers to serve in Somalia on the first leg of their trip home in March.

The SIU-crewed *Empire State* departed the port of Mogadishu on March 24 with approximately 400 soldiers, marking the end of U.S. armed forces support for the United Nations' operation to feed starving Somalis.

The converted freighter, operated by the Military Sealift Command (MSC), was used to transport American troops from the port of Mogadishu to Mombasa, Kenya, from where they were then flown back to the United States.

"We were all extremely proud to have helped in bringing home American troops on an American-flagged vessel, crewed by American merchant mariners. I still get chills just thinking about how grateful they were," Chief Purser Winston "Bud" Marchman told a reporter from the *Seafarers LOG*.

On January 3, the ship was called into action and began receiving stores to feed the troops and crewmembers during the withdrawal.

On January 17, the *Empire State* sailed out of New York for Mogadishu via the Suez Canal. The vessel arrived safely in Somalia on February 7. Between February and March 27, the vessel made four runs (each taking three days) between Mogadishu and Mombasa, transporting a total of 1,618 U.S. military personnel. The *Empire State* sailed from Mombasa for the last time on March 27 and returned to the port of New York on April 15.

Hostile Conditions

Due to the danger of the hostile fire zone in Mogadishu, crewmembers were allowed to leave the ship only during daylight hours to walk on the piers. Crewmembers were never to leave the port area.

"There was a lot of fear while in port even though we were always safe," recalled Marchman. He noted that there was a U.S. Marine Corps sniper team on board and Apache helicopters circling above the vessel at all times. Even when departing the ship for a stroll in port, crewmembers were advised to wear a flak jacket and helmet. Marchman added that the crew was cautioned to stay within the inside skin of the ship and favor the seaward side when moving about the weatherdecks.

On two separate occasions, the *Empire State* came under mortar fire while in port. "On the night of March 14, two rounds were fired into the port

and landed approximately 500 yards from the ship. Captain Peter James ordered the crew to turn off the lights, secure the ship and come inside immediately," said Marchman.

On the night of March 22, after troops had been loaded for the final voyage to Kenya, the vessel came under fire for the second time. A single mortar round was fired into the port and once again landed approximately 500 yards from the *Empire State*.

The U.S. Marines guarding the port returned the fire, which was witnessed by many of the crewmembers who were safely aboard ship.

"We were frightened but knew that we were well-protected, and no one got hurt," noted the chief purser.

Group Camaraderie

"The troops really appreciated us and that felt good. We all went out of our way to help them feel comfortable and happy during the voyage to Mombasa where they would catch their flight home. The camaraderie and friendship between the servicemen and the crewmembers was amazing," recalled Marchman.

"We were all very proud to be a part of the effort to bring our American boys home. There was a great sense of pride in America and the troops who participated in the operation."

He noted that all departments did an excellent job going above and beyond the usual excellent performance of Seafarers. "The deck department, headed by Bosun Sidney Wallace, kept the ship immaculate while the engine department maintained the vessel's superior engines."

Marchman added that the steward department, headed by Chief Steward Tannous "Tony" Bachir, was incomparable. "The galley gang served between 400 and 500 people per voyage in sometimes adverse conditions. They really outdid themselves with the excellent meals and friendly service," he said.

Crew Commended

"It's amazing what fresh milk and ice cream can do to boost morale and cheer people up. The Army guys really appreciated us and seemed to love the family-like atmosphere that we helped create," recalled Marchman.

In a telegram sent to the ship on its return voyage to the United States, Maritime Administrator Albert Herberger stated, "The United States Merchant Marine has a long and proud history of supporting our military forces wherever deployed. The activation of the training ship *Empire State* and subsequent assign-

ment to shuttle U.S. troops from Mogadishu to Mombasa adds a new and unique chapter.

"The superb performance of the *Empire State* and her crew under difficult and potentially dangerous conditions reflects with great pride the capability and willingness of this nation's merchant mariners to carry on the tradition of service to the country.

"Feedback from our DOD customers, the troops and their unit commander, was extremely positive and appreciative in all respects. I wish to add my personal thanks and gratitude to all those on board the *Empire State* for a very successful mission. You are truly to be congratulated. Your pride and professionalism reflects greatly on each of you as well as the U.S. Merchant Marine. Well done and welcome home!"

Also in a telegram to the ship, MSC head Vice Admiral William Kalleres stated, "You can take great pride in your contributions to Opera-

tion Restore Hope. You steamed quickly to Somalia adding significant flexibility to the U.S. withdrawal plan. Your presence and the capability you brought to this mission added immeasurably to its ultimate success."

At the request of the United 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.

Also called into duty by MSC to assist the offloading of goods were SIU-crewed, roll-on/roll-off vessels. Almost 97,000 U.S. military personnel served ashore in Somalia during Operation Restore Hope and more than 95 percent of the supplies and equipment to support operations used in the effort were moved there aboard MSC ships.

According to MSC, the last military cargo ship, the SIU-crewed *American Condor*, pulled out of Mogadishu a half hour before the *Empire State*, carrying 50,000 square feet of supplies and equipment.

Other SIU-crewed vessels that remained in Somalia until the end of U.S. armed forces support included the *Advantage*, *American Falcon*, *USNS Denebola* and *USNS Bellatrix*.



Chief Steward Tannous "Tony" Bachir arranges jumbo shrimp in preparation for a cookout aboard the SIU-crewed *Empire State*.



A sniper team on the deck of the *Empire State* keeps a lookout as American troops board the ship.



ABs Fred Freeman (left) and Paulo Castillo take a moment to enjoy the fresh air on deck.



Prior to the voyage back to the United States, American GIs get a taste of home-cooking as prepared by the SIU galley gang in the *Empire State's* officers' mess.