

# SEAFARERS LOG

Volume 57, Number 10

October 1995

## Members Plunge Into Fight for U.S. Shipping Bill



Around the country, Seafarers are drumming up grassroots support for a national maritime revitalization bill. Above, Mobile, Ala. SIU members and local citizens sign petitions to Congress urging immediate enactment of the legislation. Page 3.

### Inside

**Final Vote Looms On Bill to Export AK Oil on U.S. Tankers**

Page 2

**Orgulf Tug Cooks Achieve High Marks At Lundeborg School Inland Culinary Class**

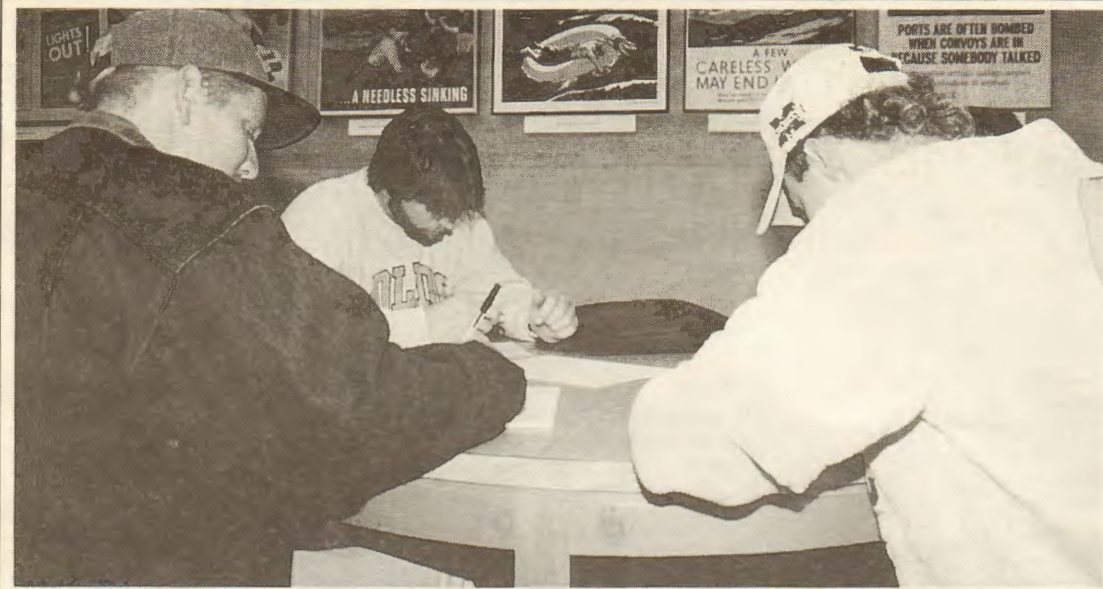
Page 5

### An Injury to One Is an Injury to All



Seafarers join in an AFL-CIO protest of the brutal practices of the Nigerian junta. Protesting the illegal imprisonment of officers of Nigeria's unions are Seafarers Auja L. Rogers, Steven A. Johnson, Justic Vierra, Eric Gerstmann and Charles Chambers. Page 6.





Joining the fight to get maritime revitalization legislation passed are Seafarers (left to right) Kurt Jacobsen, Brian Gelaude and Bob Brown, who are writing personal letters to their representatives and senators.

## Members Push For Passage Of U.S. Ship Bill

Seafarers, pensioners, their families and friends are plunging into the fight by urging Congress to enact maritime revitalization legislation.

Through letters, telephone calls, petitions and personal meetings, union members, retirees and others are telling members of the House of Representatives and Senate to pass legislation that would provide funds to help operate up to 50 militarily useful U.S.-flag container ships over the next 10 years.

At hearings in both the House and Senate, the SIU has stated its support for maritime revitalization legislation.

Meanwhile, SIU members have found other ways to let Congress know the importance of the U.S.-flag merchant marine.

### National Security Concerns

George Pino, a 21-year member of the SIU, pointed out to his elected officials that America cannot depend on foreign seamen to carry U.S. troops and supplies into a war zone. He recalled how some foreign crews refused to enter the Persian Gulf during Operation Desert Shield/Desert Storm.

"It comes down to who is sailing the vessel. The companies don't have control of a ship when it is at sea because it is in the hands of the captain and crew on board," the recertified steward from San Francisco told his senators and representative.

"If the vessel captain and crew don't want to get involved, it won't matter what the telex from the company in New York says," noted Pino.

QMED Egidio Ramos also listed national security and support for the American armed forces as a major reason for his legislators to enact a maritime revitalization bill.

"I don't know what seamen from other countries will do, but I know this," the engine department member told his members of Congress. "In case of war, I'll volunteer for my country."

"If I have to go, fine! If I have to die for my country, fine!"

Besides writing and making phone calls, Ramos also has organized his neighborhood to do the same in support of the U.S. merchant marine. "When I explained the situation to them, they wanted to help. The response has been great."

Not only have Seafarers from

the port of Mobile, Ala. written to their members of Congress, they also have taken the campaign to the public.

During the Southwest Alabama Central Labor Council's Labor Day festivities at the city's fairgrounds, Seafarers manned a booth with information about maritime revitalization legislation. They also provided petitions calling for the enactment of the measure for fellow trade unionists and the general public to sign.

More than 500 signatures were gathered on the petitions and nearly 1,500 letters were written, signed and addressed during the day to members of Congress from their constituents in Alabama, Florida and Mississippi.

"Sure I'll talk to my congressman' is what we kept hearing all day," recalled Mobile Port Agent Dave Carter. "People didn't realize American jobs would be given away to foreigners if this bill isn't passed. They wanted to do all they could to help."

### Members Write at Sea

Seafarers aboard ships are doing their part to pass the legislation.

"I took a copy of a letter I wrote aboard the Sea-Land Hawaii and posted it for the crewmembers to read," stated Recertified Steward Robert Hess of New York.

"It generated a lot of interest because I told my legislators that not just my job was at stake, but other people in this country also depend on U.S.-flag shipping. I urged the others on the ship to write as well," added the 25-year union member.

Recent ships' minutes received by the SIU contracts department have announced letter-writing campaigns at sea. Among the SIU-crewed vessels engaged in the efforts to have Congress pass a maritime revitalization program are the *Guayama* and the *Sea-Land Trader*.

Both the House and Senate have separate bills dealing with the 10-year, \$1 billion program. Both measures call for funds to come from the Department of Transportation budget on an annual basis. Those companies receiving the federal funds would make their vessels available to the Defense Department in times of national emergencies.

## AFL-CIO Calls on Congress To Retain Cabotage Law

The AFL-CIO Maritime Trades Department (MTD) is launching a grassroots campaign to reject any effort to amend or repeal the nation's cabotage law. The MTD's action follows the passage of a resolution on the issue by the AFL-CIO executive council.

During the August meeting of the national labor federation's executive council in Chicago, SIU President Michael Sacco introduced a resolution that called the attacks on the 1920 maritime cargo trade law "a new tack in the campaign to get rid of American workers."

(The executive council, which is made up of the president and secretary-treasurer as well as 33 vice presidents, oversees the activities of the federation between biennial conventions. Sacco has served as an executive council vice president since 1991.)

The resolution noted the concern of American workers that any effort brought before Congress to gut the Jones Act (as the cabotage law is known) would lead "to an incursion of foreign

interests and foreign workers exempt from U.S. protections in all forms of domestic transportation—including rail, trucking and air."

(The Jones Act states that only U.S.-crewed, U.S.-built and U.S.-owned vessels may move cargo from one domestic port to another. The cabotage law applies directly to water or combined water/land transportation.)

Sacco raised the issue with the council following press reports that moves were under way to weaken the law. He advised the council that attempts to weaken the maritime cabotage law would inevitably weaken the nation's other transportation industries.

"These efforts to destroy the U.S. domestic transportation work force are being led and funded by American companies with foreign-flag shipping interests and foreign workers hired from nation's where the workforce are among the most exploited, the resolution stated.

"These forces choose to ignore the fact that there are vital national security and economic factors that have long ensured that

transportation within the physical confines of the United States has been in the hands of American companies and workers."

Additionally, the resolution pointed out that American workers would be "threatened by any legislation which aims to replace workers earning U.S. wage and benefit levels with workers from underdeveloped nations who would be exempt from the nation's labor laws and protections."

Immediately following the executive council meeting, Sacco, in his role as MTD president, called on the department's 40 national unions representing 8.5 million workers in maritime-related industries to contact their members of Congress.

### Sounds Alarm

Sacco sounded the alarm that there are interests trying to introduce legislation that would repeal the 75-year-old law.

"If enacted, this legislation will reduce American jobs in shipping, shipbuilding and related industrial pursuits," he added.

He noted the importance of educating new members of Congress about why the act is needed.

"It is vital that we do not let up and that we continue working to keep the Jones Act an important part of the country's economic and national security," he stated.

While no bill has yet been offered in Congress, others also are involved in the fight to keep the Jones Act. A coalition of coastal and inland shipping companies has been lobbying Congress that the law is essential because of the many benefits it bestows on the country.

Among those benefits are the creation of thousands of jobs in the maritime field as well as related industries, generation of millions of dollars through corporate and personal taxes at the federal, state and local levels and maintenance of a strong national defense with U.S. vessels and shipyards available in times of crisis. It also insures that thousands of coastal and inland communities are not left vulnerable to marine accidents and environmental damages caused by foreign-flag, foreign-crewed vessels operating under safety laws lower than those used by U.S.-flag vessels.

### Cabotage Laws Are as Old as the Nation

While the Jones Act was passed by Congress 75 years ago, the United States has had cabotage laws to protect its commerce and waterways since the first Congress met in 1789.

Cabotage comes from the French word *caboter*, meaning to go from cape to cape. Cabotage laws are not unique to the United States. A 1993 Maritime Administration study revealed that 44 maritime nations have some type of cabotage law designed to limited the movement of cargo within its boundaries to vessels flying the flag of that nation. Among those countries are Australia, Finland, Germany, Japan, Sweden and South Korea.

Knowing that the new nation of the United States depended on trade to survive, nine of the 27 laws passed by the first Congress in its initial year dealt with maritime issues. Since then, Congress has worked to keep America a strong maritime nation.

What follows are a series of cabotage laws passed by Congress since it first met in 1789:

1789 — Tariff act calling for a 10 percent reduction in duties on goods imported on U.S.-flag vessels passed.

1791 — Legislation enacted requiring U.S.-flag vessels be built by U.S. citizens in American shipyards and commanded by an American.

1793 — Congress requires all vessels in the domestic coastal trades be U.S.-flag, U.S.-owned vessels.

1793 — Foreign-flag fishing vessels prohibited from landing any part of their catch in U.S. ports.

1817 — Goods carried from one U.S. port to another by a foreign vessel are subject to forfeiture.

1866 — Amended 1817 law to prohibit foreign vessels from taking cargo from one U.S. port to a foreign port, then have it shipped to another U.S. port.

1874 — Prohibited use of foreign-built fishing vessels in domestic fishing.

1886 — Prohibited foreign vessels from carrying passengers from one U.S. port to another.

1892 — Foreign vessels could register under U.S. flag only if owners would build an equal amount of tonnage in U.S. shipyards. Also prohibited formerly foreign-owned vessels from trading in U.S. domestic commerce.

1893 — Reinforced 1866 amendment against split voyages after the U.S. Court of Appeals overturned the act.

1898 — All vessels engaged in domestic trade must be built in U.S. shipyards to American specifications. Owners must be Americans.

1920 — Jones Act passed, limiting movement of domestic cargo to U.S.-owned, U.S.-crewed, U.S.-flag vessels.



During a Labor Day celebration, Mobile, Ala. Seafarers take the campaign to pass a U.S. ship bill to the general public who signed petitions for enactment of the legislation.





Joining the fight to get maritime revitalization legislation passed are Seafarers (left to right) Kurt Jacobsen, Brian Gelaude and Bob Brown, who are writing personal letters to their representatives and senators.

## AFL-CIO Calls on Congress To Retain Cabotage Law

The AFL-CIO Maritime Trades Department (MTD) is launching a grassroots campaign to reject any effort to amend or repeal the nation's cabotage law. The MTD's action follows the passage of a resolution on the issue by the AFL-CIO executive council.

During the August meeting of the national labor federation's executive council in Chicago, SIU President Michael Sacco introduced a resolution that called the attacks on the 1920 maritime cargo trade law "a new tack in the campaign to get rid of American workers."

(The executive council, which is made up of the president and secretary-treasurer as well as 33 vice presidents, oversees the activities of the federation between biennial conventions. Sacco has served as an executive council vice president since 1991.)

The resolution noted the concern of American workers that any effort brought before Congress to gut the Jones Act (as the cabotage law is known) would lead "to an incursion of foreign

interests and foreign workers exempt from U.S. protections in all forms of domestic transportation—including rail, trucking and air."

(The Jones Act states that only U.S.-crewed, U.S.-built and U.S.-owned vessels may move cargo from one domestic port to another. The cabotage law applies directly to water or combined water/land transportation.)

Sacco raised the issue with the council following press reports that moves were under way to weaken the law. He advised the council that attempts to weaken the maritime cabotage law would inevitably weaken the nation's other transportation industries.

"These efforts to destroy the U.S. domestic transportation work force are being led and funded by American companies with foreign-flag shipping interests and foreign workers hired" from nation's where the workforce are among the most exploited, the resolution stated. "These forces choose to ignore the fact that there are vital national security and economic factors that have long ensured that

transportation within the physical confines of the United States has been in the hands of American companies and workers."

Additionally, the resolution pointed out that American workers would be "threatened by any legislation which aims to replace workers earning U.S. wage and benefit levels with workers from underdeveloped nations who would be exempt from the nation's labor laws and protections."

Immediately following the executive council meeting, Sacco, in his role as MTD president, called on the department's 40 national unions representing 8.5 million workers in maritime-related industries to contact their members of Congress.

### Sounds Alarm

Sacco sounded the alarm that there are interests trying to introduce legislation that would repeal the 75-year-old law.

"If enacted, this legislation will reduce American jobs in shipping, shipbuilding and related industrial pursuits," he added.

He noted the importance of educating new members of Congress about why the act is needed.

"It is vital that we do not let up and that we continue working to keep the Jones Act an important part of the country's economic and national security," he stated.

While no bill has yet been offered in Congress, others also are involved in the fight to keep the Jones Act. A coalition of coastal and inland shipping companies has been lobbying Congress that the law is essential because of the many benefits it bestows on the country.

Among those benefits are the creation of thousands of jobs in the maritime field as well as related industries, generation of millions of dollars through corporate and personal taxes at the federal, state and local levels and maintenance of a strong national defense with U.S. vessels and shipyards available in times of crisis. It also insures that thousands of coastal and inland communities are not left vulnerable to marine accidents and environmental damages caused by foreign-flag, foreign-crewed vessels operating under safety laws lower than those used by U.S.-flag vessels.

## Members Push For Passage Of U.S. Ship Bill

Seafarers, pensioners, their families and friends are plunging into the fight by urging Congress to enact maritime revitalization legislation.

Through letters, telephone calls, petitions and personal meetings, union members, retirees and others are telling members of the House of Representatives and Senate to pass legislation that would provide funds to help operate up to 50 militarily useful U.S.-flag container ships over the next 10 years.

At hearings in both the House and Senate, the SIU has stated its support for maritime revitalization legislation.

Meanwhile, SIU members have found other ways to let Congress know the importance of the U.S.-flag merchant marine.

### National Security Concerns

George Pino, a 21-year member of the SIU, pointed out to his elected officials that America cannot depend on foreign seamen to carry U.S. troops and supplies into a war zone. He recalled how some foreign crews refused to enter the Persian Gulf during Operation Desert Shield/Desert Storm.

"It comes down to who is sailing the vessel. The companies don't have control of a ship when it is at sea because it is in the hands of the captain and crew on board," the recertified steward from San Francisco told his senators and representative.

"If the vessel captain and crew don't want to get involved, it won't matter what the telex from the company in New York says," noted Pino.

QMED Egidio Ramos also listed national security and support for the American armed forces as a major reason for his legislators to enact a maritime revitalization bill.

"I don't know what seamen from other countries will do, but I know this," the engine department member told his members of Congress. "In case of war, I'll volunteer for my country."

"If I have to go, fine! If I have to die for my country, fine!"

Besides writing and making phone calls, Ramos also has organized his neighborhood to do the same in support of the U.S. merchant marine. "When I explained the situation to them, they wanted to help. The response has been great."

Not only have Seafarers from

the port of Mobile, Ala. written to their members of Congress, they also have taken the campaign to the public.

During the Southwest Alabama Central Labor Council's Labor Day festivities at the city's fairgrounds, Seafarers manned a booth with information about maritime revitalization legislation. They also provided petitions calling for the enactment of the measure for fellow trade unionists and the general public to sign.

More than 500 signatures were gathered on the petitions and nearly 1,500 letters were written, signed and addressed during the day to members of Congress from their constituents in Alabama, Florida and Mississippi.

"Sure I'll talk to my congressman" is what we kept hearing all day," recalled Mobile Port Agent Dave Carter. "People didn't realize American jobs would be given away to foreigners if this bill isn't passed. They wanted to do all they could to help."

### Members Write at Sea

Seafarers aboard ships are doing their part to pass the legislation.

"I took a copy of a letter I wrote aboard the Sea-Land Hawaii and posted it for the crewmembers to read," stated Recertified Steward Robert Hess of New York.

"It generated a lot of interest because I told my legislators that not just my job was at stake, but other people in this country also depend on U.S.-flag shipping. I urged the others on the ship to write as well," added the 25-year union member.

Recent ships' minutes received by the SIU contracts department have announced letter-writing campaigns at sea. Among the SIU-crewed vessels engaged in the efforts to have Congress pass a maritime revitalization program are the *Guayama* and the *Sea-Land Trader*.

Both the House and Senate have separate bills dealing with the 10-year, \$1 billion program. Both measures call for funds to come from the Department of Transportation budget on an annual basis. Those companies receiving the federal funds would make their vessels available to the Defense Department in times of national emergencies.



During a Labor Day celebration, Mobile, Ala. Seafarers take the campaign to pass a U.S. ship bill to the general public who signed petitions for enactment of the legislation.

### Cabotage Laws Are as Old as the Nation

While the Jones Act was passed by Congress 75 years ago, the United States has had cabotage laws to protect its commerce and waterways since the first Congress met in 1789.

Cabotage comes from the French word *caboter*, meaning to go from cape to cape. Cabotage laws are not unique to the United States. A 1993 Maritime Administration study revealed that 44 maritime nations have some type of cabotage law designed to limit the movement of cargo within its boundaries to vessels flying the flag of that nation. Among those countries are Australia, Finland, Germany, Japan, Sweden and South Korea.

Knowing that the new nation of the United States depended on trade to survive, nine of the 27 laws passed by the first Congress in its initial year dealt with maritime issues. Since then, Congress has worked to keep America a strong maritime nation.

What follows are a series of cabotage laws passed by Congress since it first met in 1789:

1789 — Tariff act calling for a 10 percent reduction in duties on goods imported on U.S.-flag vessels passed.

1791 — Legislation enacted requiring U.S.-flag vessels be built by U.S. citizens in American shipyards and commanded by an American.

1793 — Congress requires all vessels in the domestic coastal trades be U.S.-flag, U.S.-owned vessels.

1793 — Foreign-flag fishing vessels prohibited from landing any part of their catch in U.S. ports.

1817 — Goods carried from one U.S. port to another by a foreign vessel are subject to forfeiture.

1866 — Amended 1817 law to prohibit foreign vessels from taking cargo from one U.S. port to a foreign port, then have it shipped to another U.S. port.

1874 — Prohibited use of foreign-built fishing vessels in domestic fishing.

1886 — Prohibited foreign vessels from carrying passengers from one U.S. port to another.

1892 — Foreign vessels could register under U.S. flag only if owners would build an equal amount of tonnage in U.S. shipyards. Also prohibited formerly foreign-owned vessels from trading in U.S. domestic commerce.

1893 — Reinforced 1866 amendment against split voyages after the U.S. Court of Appeals overturned the act.

1898 — All vessels engaged in domestic trade must be built in U.S. shipyards to American specifications. Owners must be Americans.

1920 — Jones Act passed, limiting movement of domestic cargo to U.S.-owned, U.S.-crewed, U.S.-flag vessels.



## SIU, Shipping Cos. Urge Coast Guard To Reinstate Commitment Letters

Representatives of the SIU and Seafarers-contracted companies last month urged the U.S. Coast Guard to reinstate a government regulation requiring an individual to obtain proof of a commitment of employment as a crewmember of a U.S.-flag vessel (known as a letter of commitment or letter of intent) before he or she could apply for a merchant mariner's document, also known as a z-card.

The Coast Guard stopped requiring letters of commitment on July 5, 1994, thereby ending a practice that existed for 58 years. However, the agency is reviewing comments from organizations affected by the rule change (the comment period ended September 30).

According to Coast Guard data, the number of individuals who have applied for z-cards since the letter-of-commitment requirement was lifted last year has soared by 100 percent. Yet other U.S. government data reveals that the number of shipboard entry-level jobs within the industry is declining.

During a hearing September 5 at Coast Guard headquarters in Washington—conducted so that interested parties were ensured a chance to submit comments—SIU Executive Vice President Joseph Sacco outlined the reasons why the SIU believes it is vital for the Coast Guard to reinstate the letter-of-commitment requirement. First, he noted that thousands of individuals are buying z-cards who have virtually no chance of securing employment in the industry. There has been a decrease in entry-level jobs (partly due to shipboard technological changes), yet those are the only positions for which a vast majority of the new z-card holders would qualify.

Additionally, Sacco pointed out that the influx of newly documented people has created a significant increase in the work load at maritime union hiring halls

throughout the country. At the same time, it has harmed the industry by creating a misleading ratio of z-card holders to shipboard jobs.

Finally, he noted that the fee for merchant mariner documents has not acted as a deterrent for individuals frivolously soliciting z-cards. This is evidenced by the large number of individuals with no realistic hope of employment on U.S.-flag vessels who have applied for and obtained merchant mariner documents.

Sacco described the letter-of-commitment requirement as "a simple procedure that brought stability to the industry. It was neither burdensome to administer nor costly to execute."

"The current system is not working," he continued. "It is placing unnecessary burdens on the industry, causing frustration and anger among applicants and creating skewed data for the nation's defense planners."

Also testifying in favor of reinstating the letter of intent were Byron Kelley, vice president of the SIU's Great Lakes region; Bill Eglinton, director of vocational education at the Paul Hall Center for Maritime Training and Education; Bob Rogers, assistant vice president, Inter-ocean Uglund Management Corp.; David Schultz, vice president, American Steamship Co.; Michael Roberts vice president-government relations, Crowley Maritime Corp.; and Tal Simpkins, executive director of the AFL-CIO Maritime Committee.

No one spoke in support of the current system, in which a virtually limitless number of individuals may purchase z-cards, regardless of the availability of entry-level shipboard jobs.

Admiral James Card and Captain Kenneth Ervin comprised the Coast Guard panel that listened to statements and periodically asked questions of the various speakers.

In a written statement sub-

mitted to the Coast Guard, the SIU noted that the agency's "purpose in eliminating the letter of commitment condition for z-card seekers was to 'relieve applicants and employers of an unnecessary regulatory burden.'" Yet, the termination of the requirement has proven problematic for maritime unions, shipowners, government defense logistics specialists and aspiring seamen, the Seafarers pointed out.

"Since the letter of commitment requirement was lifted, the SIU's halls have been swamped with an influx of walk-in traffic of individuals with newly obtained z-cards. Additionally, the volume of calls received from individuals seeking employment on U.S.-flag ships has escalated dramatically" but without a corresponding increase in job opportunities, the SIU said in its statement.

In addition to the significantly increased work load at the hiring halls, the removal of the letter-of-commitment requirement has led to frustration on the part of new z-card holders who are attempting to enter an industry in which a limited number of jobs exists.

"There has been a major surge (of new applicants) in the Great Lakes region since the requirement for a letter-of-commitment was dropped," said Kelley. "Many of the new applicants aren't U.S. citizens and don't speak English. In many cases, they can't fill out basic forms, let alone understand spoken orders of ships' officers (as required by U.S. law)."

Rogers said that shipping companies suffer under the new system. "The old way was not burdensome, and the letters allowed me to monitor some of the applicant flow into the industry," he said.

He further noted that, while SIU-contracted companies feel secure in knowing that Seafarers who take courses at the Paul Hall Center "will be okay on ships," there also are non-union, un-



SIU Executive Vice President Joseph Sacco (standing) tells a U.S. Coast Guard panel the reasons why the union strongly believes the letter-of-commitment requirement must be reinstated.

skilled applicants for shipboard jobs who pose a potential safety risk. "In many cases, these individuals (who previously contacted Rogers to secure letters of commitment) knew nothing about the merchant marine. I at least had a chance to explain the realities of this industry to them. But whatever took place, I had an opportunity to be involved."

### Safety Concerns

Schultz expressed concern that, with no letter-of-commitment requirement and no need to demonstrate skill or experience in order to secure a z-card, "people who are totally unskilled will be flooded into the system. They are dangerous to themselves and to the environment. There is no room for the untrained, yet they can claim discrimination if they aren't allowed to ship."

Simpkins touched on a separate problem that has been compounded by the rule change. "Some foreigners go to the hiring halls holding AB or QMED ratings because the (U.S.) Coast Guard counts time spent on foreign-flag ships (toward securing ratings in the U.S.). They may not have the skill or the training needed to sail on a U.S.-flag ship, but there's no safeguard to stop them."

Roberts supported a point made in the SIU's statement when he said that port security is compromised by the present system for issuing z-cards. "If merchant mariner documents are issued on request, there is no security in the ports," he stated.

"That identification (often) is all that's needed to get through the gates."

The union noted that, while some individuals with newly acquired z-cards "seem sincere about desiring shipboard employment, there are many who appear less committed to seafaring work and more interested in securing a form of bona fide and well-recognized identification."

### Misleading Data

Another concern addressed by Sacco (as well as in the union's written statement) is that American defense logistics analysts may be misled by current Coast Guard data. The result could prove devastating in a time of national emergency, because defense planners could not safely rely on Coast Guard estimates of documented mariners in planning sealift operations.

"The new system for issuing z-cards causes problems for the nation's defense planners," Sacco said. "They must determine how much sealift capacity is necessary in times of national emergency, war or conflict."

"They must estimate the available pool of seagoing labor which would be needed to man the existing commercial fleet, the military's sealift fleet and any ships broken out of the Ready Reserve Force (RRF)... It would not be wise to count among those qualified to work on U.S.-flag vessels in a crisis, individuals who purchased their z-cards but who have never stepped foot on a ship."

## Hurricane Marilyn Interrupts Shipping

### SIU UIW-Division Members On St. Thomas Lose Homes

Hurricane Marilyn last month left unscathed most Seafarers who live in the San Juan, P.R. area while unleashing its full fury on the nearby U.S. Virgin Islands, where thousands of members of the SIU-affiliated United Industrial Workers (UIW) reside.

Although Marilyn had winds of greater than 115 mph, it caught many residents of Puerto Rico and the Virgin Islands off guard. The devastating storm came one week after Hurricane Luis, a near catastrophic storm which was predicted to strike the region but veered away from it.

Marilyn gathered power during its final stages and slammed into St. Thomas before moving over to St. Croix and St. John in the Virgin Islands, then Puerto Rico. Some gusts reportedly were as forceful as 200 mph.

On Thursday, September 14, following a warning about Hurricane Marilyn by the National Weather Service, the U.S. Coast Guard shut down the port of San Juan for the second time in 10 days.

### Seafarers React

Seafarers in San Juan sprang into action by securing the SIU hall and assisting in operations to secure the port. San Juan Port Agent Steve Ruiz noted that SIU-contracted Crowley American Transport directed many of its docked ships to sail (to avoid the storm), discontinued all cargo operations and secured the remaining vessels in port.

The Seafarers-crewed *Sea-Land Shining Star* was docked in San Juan when the emergency



Members of the SIU-affiliated United Industrial Workers are among the tens of thousands of citizens on St. Thomas who literally are picking up the pieces in the aftermath of Hurricane Marilyn. Above: A man walks through the rubble that was once a street in Charlotte Amalie, St. Thomas, two days after Hurricane Marilyn devastated the U.S. Virgin Islands with storm gusts as forceful as 200 mph.

Continued on page 7



# Orgulf Cooks Pass Culinary Course with Flying Colors

The first class of Orgulf Towing cooks graduated from the Seafarers Harry Lundeberg School of Seamanship's inland culinary course with high marks.

"These members were very well motivated and it showed in their work," Chef Allen Sherwin said of Nancy Avery, Helen Brown, Pam Johnston and Martha Kell, who on September 15 completed two weeks of intensive training.

Sherwin, who oversees the classroom and galley training of steward department members upgrading at the school, noted the students performed well on all their tests.

"We concentrated our pro-

gram to provide as much information as possible in the two-week period," Sherwin stated. "They met all the challenges and scored very well on their tests."

Included in the course were sessions on menu management, food utilization, nutritional cooking as well as hands-on training in the school's lecture/demonstration galley.

The four cooks also received certificates in sanitation for successfully completing assignments and testing on such subjects as food-borne illnesses, personal hygiene and proper health practices in the galley. The National Restaurant Association recognizes the certificate, which

is given only after passing test on all these subjects.

"Overall, they were a very group of students," Sherwin said.

Adding his praise of the quartet was Tony Sacco, SIU assistant vice president for inland waterways and Great Lakes, who worked with the cooks on union-related matters.

"We reviewed basic information on how to handle grievances aboard their boats," Sacco said. "The cooks serve as the union delegates on their vessels, so it is important for them to know what to do."

"Also, we reviewed how they could help their crewmembers fill out union forms for health and pension purposes."

Additionally, the cooks studied outside the galley, learning how computers can help in ordering stores and planning menus.

Speaking for the Orgulf cooks,



Chef Allen Sherwin, center, oversees training for the first course specifically designed for Orgulf towboat cooks. From the left are Pam Johnston, Helen Brown, Sherwin, Martha Kell and Nancy Avery, who show off some of the goods they baked.

Johnston said they all found the training "very informative. All of us learned a lot."

The idea for the class originated after a meeting of the school's Inland Advisory Board, where representatives from the facility, union and contracted companies meet to discuss courses that can help SIU boatmen. Orgulf officials worked with the

school to create a program for the cooks that met the needs of the boatmen and company as well as fit within the crewmembers' work schedules.

Additional classes are being planned for Orgulf cooks. Information on these sessions will be available through SIU Representative Becky Sleeper at the union's St. Louis hall.

## Towboaters Bullish on Benefits of Upgrading

Following the completion of their two-week inland culinary course at the Seafarers Harry Lundeberg School of Seamanship, the four Orgulf cooks planned to return to their towboats to tell fellow boatmen about the facility in Piney Point, Md.

This was the first time any of the cooks had seen and studied at the school, located on the campus of the Paul Hall Center for Maritime Training and Education.

"I thought this was just for deep sea members," stated Pam Johnston of Benton, Ky. "I did not know there was so much here for all of us who work on towboats."

"The school provides a very good opportunity for anyone to learn more about our industry."

Martha Kell said she would definitely tell her fellow Orgulf boatmen about the school.

"When they ask me what I got out of this, I plan to tell them how they can upgrade and better themselves by coming here," the Edwardsville, Ill. cook told the *Seafarers LOG*.

Adding to that, Nancy Avery of Baton Rouge, La. said, "I'll tell them they can learn a lot here. The union is there ready to help you and this is a great example. 'I would like to spend more time here and will return when I can,'" she remarked.

The fourth member of the crew, Helen Brown from St. Charles, Mo., also commented that she plans to study again at the Lundeberg School.

"This has so much for everyone. I will come back when I can."

## New Contract Approved By Cape Fear Seafarers



Members of the SIU negotiating committee for the new three-year agreement with Cape Fear Towing include (from left) Engineer Jerry Hutto, Captain Ed Green, Norfolk Port Agent Mike Paladino, Engineer Don Todd and Deckhand David Register.

The union negotiating committee for Cape Fear Towing Seafarers has announced ratification by the members who sail aboard the harbor docking tugs of a three-year agreement, effective September 1.

Serving on the committee were Engineer Jerry Hutto, Captain Ed Green, Engineer Don Todd, Deckhand David Register and SIU Norfolk, Va. Port Agent Mike Paladino.

The committee noted the addition of outpatient medical care for spouses and dependents was a big factor in the approval of the new pact. This is the first time that families of SIU members have received such coverage under a contract with Cape Fear

Towing.

"The outpatient care will really help the guys with families," Paladino told the *Seafarers LOG*.

The Seafarers who work aboard the *Fort Johnson*, *Fort Sumpter*, *Fort Fisher* and *Fort Caswell* also will receive a wage increase each year of the agreement.

The SIU-crewed vessels are responsible for bringing tankers, containerships, general cargo ships and other large vessels into and out of their individual piers at the North Carolina ports of Wilmington and Sunny Point.

Negotiations between the union and the company took place at the company's headquarters in Wilmington.

## Red Circle Crews Ratify 3-Year Pact

SIU boatmen navigating three offshore tugs between ports in the Gulf of Mexico and the Caribbean ratified a new agreement with Red Circle that guarantees them improved wages, benefits and working conditions into 1998.

Representatives for the New Orleans-based company and the SIU held negotiations in the Louisiana city early this summer. The pact, which began June 30, includes—for the first time—outpatient medical care for the spouses and dependents of SIU members who sail aboard the three offshore tugs. The Seafarers also will receive wage increases throughout the life of the contract.

Delegates to the negotiations included Chief Cook John Ridley and AB Alex Miraglia. They were joined by SIU Vice President Gulf Coast Dean Corgy and New Orleans Patrolman Steve Judd.

"Negotiations went very well.



The SIU negotiating committee for the new Red Circle contract included (from left) New Orleans Patrolman Steve Judd, Chief Cook John Ridley, AB Alex Miraglia, VP Gulf Coast Dean Corgy and New Orleans Port Agent Joe Perez.

I really enjoyed being part of the negotiating team," recalled Chief Cook Ridley. "Everyone really worked together to get a very good contract. We are all happy with the new agreement," Ridley added.

"Everyone came out ahead," stated Corgy. "It is a fair contract that keeps our members up with the industry."

The Allison C. and Theresa F.

haul phosphate rock from Tampa, Fla. to New Orleans; the *Gale B.* transports the mineral from Tampa to Puerto Rico.

Phosphate rock is extracted from the bottom of the ocean floor and transported by Red Circle tugs and barges to refineries in New Orleans and Puerto Rico, where it is turned into fertilizer.

## Hall Center Exhibit Adds Two Posters



**"YOU BET I'M GOING BACK TO SEA!"**

Register at your nearest U.S. Employment Service Office

**U.S. MERCHANT MARINE**

War Shipping Administration

**MAN THE VICTORY FLEET**

Loose Talk can cost Lives!



Keep it under your  
**STETSON**

The collection of World War II merchant marine posters on display at the Paul Hall Center recently was enhanced by the addition of two more posters. As with the other 25, the newly acquired posters are in excellent condition and belong to the collection of former Seafarer Rendich Meola, who has loaned them to the school on a long-term basis. The poster in the photo at left was produced by the U.S. War Shipping Administration in 1942. The art for the poster in the photo at right was done by Melbourne Brindle. Seafarers are welcome to view the poster collection at the library in Piney Point.



# LNG Taurus Recognized for Excellent Safety Record



Seafarers sailing aboard the *LNG Taurus* stand in front of flags flown over the vessel indicating 1,506 days worked without a lost-time injury—the best record in the ETC fleet. From the left are AB Todd Hileman, AB Carlos Bonilla, Bosun Mo Rawi, Chief Cook Ron Aubuchon, QMED Steve Hoskins, SA Leon Rouse, QMED Joe Pomraning, SA Ivan Passapera, SA Jose Guzman and QMED Larry Pittman.

## Crews Maintain Injury-Free Status On Vessel for More than Four Years

Four-plus years of safe operations aboard the SIU crewed *LNG Taurus* have not gone unrecognized. Seafarers who have sailed on the Energy Transportation Corp. (ETC) liquefied natural gas carrier during that time received special recognition for this accomplishment at a ceremony held earlier in the summer.

The American Institute of Merchant Shipping (a national trade association representing U.S.-flag tankers and liners) and the National Safety Council Marine Division (a not-for-profit organization dedicated to protecting life and promoting health at sea and on the waterways) presented the *LNG Taurus* with the 1994 Jones F. Devlin Award for shipboard safety.

The award is given to any U.S.-flag vessel that can prove, at the end of a calendar year, that it has sailed for two years without a crewmember missing a watch because of an occupational injury.

The *Taurus* received its original award at the group's 1993 ceremony.

However, the crewmembers have taken the challenge to operate safely and injury-free to a higher status, which was recognized by the most recent award.

*LNG Taurus* Chief Cook Ron Aubuchon noted that the entire crew is very safety conscious at all times.

"We had a lot of safety meetings, and we all worked really hard to ensure that we performed our jobs in the safest manner possible," recalled Aubuchon, who recently signed off the ship.

"It was an exciting time," stated the chief cook, who is from St. Louis. "We kept track of the number of days the *Taurus* had gone without a shipboard injury. There was one tally board outside the captain's quarters and another outside the galley, and each day a new number was posted. We were all very proud of the ship's outstanding record," he said.

ETC Vice President of Safety and Training William T. Foran noted, "The *LNG Taurus* has shown a great deal of motivation and drive in achieving the Devlin Award. A safe environment has been created for all workers aboard the *Taurus*."

### Shipboard Celebration

While the Devlin Award ceremony was taking place in Texas, Aubuchon noted that a special celebration was enjoyed by the crew while the *Taurus* was at sea between Japan and Indonesia.

"We had a big cookout with everything from hamburgers and hot dogs to shrimp and pizza. Everyone was so thrilled we had received the award," Aubuchon said.

During the celebration, the ship's captain ordered special flags to be flown over the vessel in recognition of the more than 1,500 days worked without an injury.

"The crew of the *Taurus* is excellent. From the captain on down, everyone gets along. It was a very good tour for me," added Aubuchon, who also was aboard the *Taurus* in 1993 when the ship was first commended for its excellent safety record.

The *Taurus* is one of eight ETC vessels that transports liquefied natural gas between Arun, Indonesia and Kobe, Japan.

The annual award presentation is named after Captain Jones F. Devlin, a maritime consultant and arbitrator. He developed marine safety programs for several U.S. shipping companies.

# SIU Protests Jailing of Nigerian Unionists

SIU members joined with other trade unionists and Nigerian nationals on August 30 in an effort to help Nigerian trade unionists restore democracy to their country and to its workers' movement.

Bearing signs calling for "Democracy in Nigeria," the demonstrators marched and chanted in front of the Nigerian Embassy in Washington, D.C. They were protesting the wrongful deposing of Nigerian oil union officials by the Nigerian military junta, and the jailing of the man who is thought to be lawfully elected by Nigerian citizens to lead the nation.

Military regimes have ruled Nigeria for 25 of its 35 years of independence. On June 12, 1993, Nigerians went to the polls to vote in what was thought to be a free and democratic election shifting the nation from military to civilian rule. It appeared that businessman Moshood Abiola would be that country's new leader. However, the military declared the election results null

and void even before the ballots were counted.

The junta banned most democratic institutions (including the independent media) and eventually arrested Abiola, charging him with treason.

One year after the election, the National Union of Petroleum and Natural Gas Workers (NUPENG), joined by 40 other trade unions in the country, went on strike to protest the reinstatement of military rule and the arrest of Abiola. The protest effectively shut down Nigeria's commerce, as oil accounts for 90 percent of the nation's exports.

Shortly after the strike started, Nigerian officials ordered the unionists back to work. However, the workers ignored the order and stayed out on strike. The junta then fired the president of NUPENG and other union leaders, who went into hiding because they feared being arrested.

### Held Without Cause

However, Frank Kokori, general secretary of NUPENG,



SIU members join with other trade unionists outside the Nigerian Embassy in Washington, D.C. on August 30 to protest the unlawful imprisonment of trade unionists in Nigeria. From the left are SA Philena Cosby, Chief Cook Ernest Dumont Sr., QMED Phillip Greenwell, Chief Steward Ruti Demot, QMED Iobst Kroeger, QMED Brian Shiits, QMED Bruce Wright and Chief Cook Robert Arana.

has been held incommunicado and without charge since July 4, 1994, when he led his union on strike in opposition to the military's takeover, shutting down production in the country's valuable oil fields. Several other unionists have been detained along with Kokori.

Although a Nigerian court ruled in favor of Kokori's lawsuit against the junta for unlawful detention, the country's military government appealed the ruling which stopped any progress in the case. Currently, Kokori and his colleagues remain in jail.

Today, government-appointed "administrators" attempt to control several of Nigeria's largest trade unions and its national federation, the Nigeria Labour Congress. The freely elected union leaders remain in hiding.

Leaders of the country's 41 industrial unions closed ranks after the clamp down by the junta. After Kokori's detention and the installation of the so-called administrators, the government froze the federation's assets. Also, the government has threatened to move the federation's headquarters (currently located in Lagos) to Abuja, hundreds of miles away.

Seafarers who walked in the demonstration said they were proud to support Nigerian workers in their fight for democracy and were hopeful that the rally would put added pressure on the military government to release the trade unionists in Nigeria.

### Seafarers Show Support

Engine department upgrader Phillip Greenwell of Seattle said, "The SIU is always out there, always supporting others. I am a firm believer in human rights. Learning about this situation in Nigeria made me realize how important it is to stand up for those who can't stand up for themselves."

Eric Gerstmann of Steward, Fla. added the protest "got the point across" that Seafarers would not sit idly by while other trade unionists' rights were being abused.

"It is amazing that fascism still exists," noted Joseph Perry, a QMED from Florida. "I thought it was a good demonstration of solidarity."

Luke Pierson, a QMED from the port of New Orleans, said he believes "it was a peaceful demonstration that really made me feel good. We did our part."



Seafarers march in protest outside the Nigerian Embassy in Washington, D.C. Included in the picket line are FOWT Levi Rollins, Chief Cook Robert Arana and Chief Cook Oren Parker.

Remember  
Your **SPAD**  
contribution helps  
keep Congress  
informed of the needs  
of Maritime



# Tanker Safety Courses Continue Through '96

The Paul Hall Center's four-week tanker operation/safety course will be available to Seafarers throughout 1996, according to Bill Eglinton, director of vocational education at the center's Lundeberg School of Seamanship.

"We anticipate scheduling the course in consecutive four-week blocks for most of the year. The first class in '96 will begin January 8 and end on February 2," he stated. "Of course, we're also running the class two more times before the end of this year."

Additional 1996 course dates will be published in upcoming issues of the *Seafarers LOG*. (See page 19 for a schedule of upcoming Lundeberg School classes and registration information.)

All SIU members who sail aboard tankers are required to take the tanker operation/safety class, which has been offered at the school in Piney Point, Md. since January. Seafarers who work in the deck and engine departments must complete all four weeks of the course, which blends hands-on training with classroom instruction. Crewmembers who sail in the steward department are required to take only the first two weeks of the course.

Pumpman Ken Stratton, who

has sailed aboard tankers for 22 years, was among the group of upgraders scheduled to complete the class on October 6. "It's a good course. It's important to review different types of fires, what your firefighting equipment is all about, what to do in emergencies, how to get down in the tanks (to execute a rescue)," said Stratton, 40.

"It's also important to go over in detail all precautionary measures. There are procedures you have to follow, and (reviewing them) was valuable to me."

Stratton added that he is a frequent upgrader at Piney Point. "I graduated from the trainee program in 1972, and I've taken QMED courses and other classes here," he stated. "In 23 years, I'd estimate I've spent a year of my life at our school."

Chief Steward Luis Escobar also was among the class of 53 students in the most recent course. "This course is an excellent opportunity for everybody to learn about risks that can happen in our field," said the 42-year-old who sails from the port of Honolulu. "Even though I sail in the steward department, I think [tanker safety] is of great concern to all members of the crew."

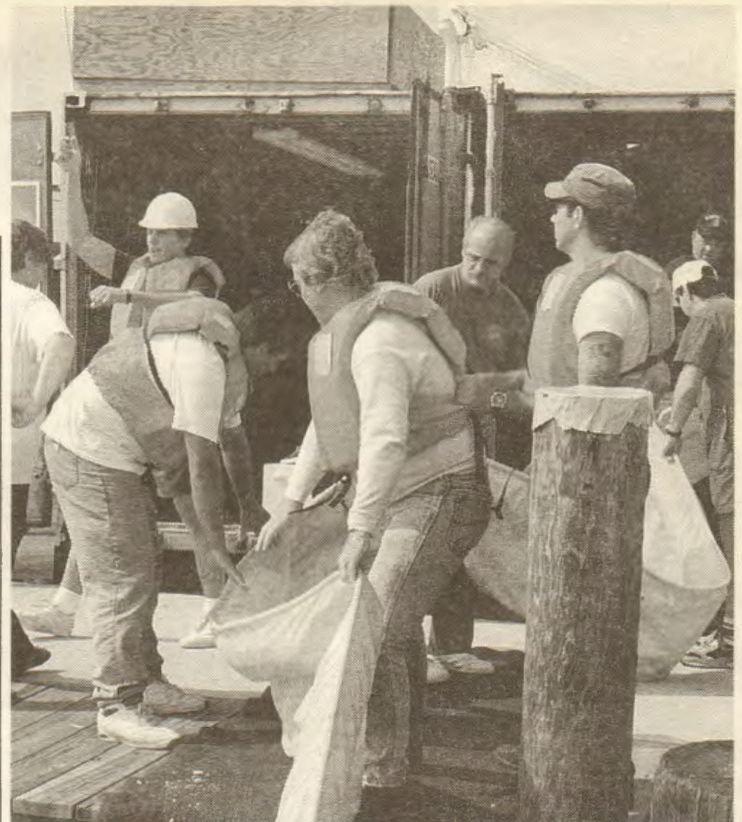
Escobar, who has upgraded four times at the Paul Hall Center,

said the instructors were "excellent" and covered many subjects. He added learning how to monitor tanks, reviewing emergency procedures and studying the "Chemical Data Guide for Bulk Shipment by Water" as well as the "Emergency Response Guidebook" (both published by the U.S. Department of Transportation, in part as aids for mariners) were course highlights.

Numerous other subjects also are covered in the class. Among them are oil spill/hazardous materials (hazmat) prevention and recovery, confined-space entry and rescue, tanker construction, and chemical and physical properties of petroleum products.

Other topics and exercises include creating site-specific shipboard safety plans, troubleshooting and basic maintenance of monitoring gear, fit-tests using respirators and other breathing apparatus and emergency equipment, and an introduction to fire chemistry.

Establishment of the course was agreed upon during contract negotiations between the union and SIU-contracted tanker companies. It was developed by Lundeberg School instructors in response to regulations stemming from the Oil Pollution Act of 1990 (OPA '90).



Upgraders unpack oil-spill containment booms last month during the tanker operation/safety course at the Paul Hall Center in Piney Point, Md. The course will be offered throughout 1996.

## Hurricane Unleashes Fury in Caribbean

Continued from page 4

procedures to secure the port began. It was sent out to sea with 18 hours of cargo operations left undone.

The SIU-crewed *Humacao*, a NPR, Inc. vessel, was diverted from the port of San Juan until the hurricane conditions surrounding the region had cleared.

On September 16, Marilyn slammed into St. Thomas with winds that ripped the roofs off of homes, devastated government buildings and local businesses, capsized a Coast Guard cutter and plunked it onto a main thoroughfare and toppled yachts as if they were toy models.

According to the U.S. Federal Emergency Management Agency (FEMA), 80 percent of the homes on St. Thomas were damaged or destroyed. The island's 51,000 residents lost water, electricity and telephone service. It may take months before those services are restored.

At least eight confirmed deaths have been reported on St. Thomas. At *LOG* press time, communications to and from the island were extremely limited, and access to the island, via air or sea, also was severely restricted.

However, Amos Peters, vice president of the UIW's Caribbean Region, communicated with union headquarters via cellular phone on September 27. He reported that the UIW's office on St. Thomas was damaged but not wiped out. "We have an office, but we have no power, no phone lines, no fax and no water," he said.

The UIW official added that he believed no UIW members perished in the storm. "But as far as specifics about personal injuries and property damage, it will take some time to gather that

information. I do know that many UIW members lost their homes."

Many of the UIW members who live in the Virgin Islands are government workers. Peters said a lot of them have been reassigned from their regular work in order to help with relief efforts.

On the neighboring island of St. Croix (population 55,000), 20 percent of the buildings suffered damage, while power and phone services were lost completely. One person reportedly died in the violent storm.

The UIW office on St. Croix reopened shortly after the storm passed.

In nearby St. John, which is less populous than St. Thomas or St. Croix, 20 percent of the buildings were damaged, and power and water services were interrupted. Initial newspaper reports indicated five deaths occurred on St. John; however, four of the five are unconfirmed.

### Culebra Damaged

San Juan and towns on Puerto Rico's western coast were not devastated by the hurricane, but tropical winds damaged many homes and knocked out electricity and water in some areas for several days.

The SIU San Juan hall lost power and water for about a day. Trees were blown down in the area surrounding it, and broken glass from neighboring windows was strewn about. However, it was cleaned up in a matter of hours.

Of Puerto Rico's 78 municipalities, Culebra, an island east of San Juan and home to 3,000 people, sustained the most severe damage from Marilyn.

An SIU member who lives on Culebra lost his home but was not injured. "I first heard from the

member right after Hurricane Marilyn hit," said Ruiz. "He lost everything. A mud slide took his home away. The area where his house once was is wiped clean of everything."

### Relief Efforts Begin

The SIU has joined the AFL-CIO's disaster relief efforts, being conducted through the American Red Cross, in the Virgin Islands. The Seafarers and their contracted companies as well as the UIW also have embarked on additional relief efforts.

Meanwhile, on September 26, the SIU-crewed *Maersk Constellation* arrived in St. Thomas with equipment and supplies to aid in the clean-up efforts. The vessel unloaded U.S. Army vehicles, portable kitchens, water, four 48-foot vans full of food and medical supplies and other vans carrying communication supplies.

In San Juan, Ruiz noted that SIU-contracted companies such as Sea-Land, Crowley American Transport and NPR, Inc. have joined in the relief effort. The shipping companies have donated plywood, water, non-perishable foods and other items to aid the distraught residents and help in the rebuilding of the Caribbean islands.

Seafarers are encouraged to donate clothing, non-perishable food items, flashlights and batteries at SIU halls. The donated items will be forwarded to UIW members in St. Thomas, St. Croix and St. John as soon as possible.

Steve Edney, the UIW's national director, said collections are under way at UIW halls throughout the U.S. "We'll do everything we can to help the members in the Virgin Islands," Edney stated.

## LOG to Print

10/95

### Personal Holiday Greetings

One month remains for Seafarers and their families and friends to send their holiday messages to the *Seafarers LOG* for inclusion in the December 1995 issue. The greetings must reach the *LOG* office by Monday, November 13.

Simply PRINT or TYPE (in 25 words or less) the message in the space provided below. All legible greetings that are written in the holiday spirit will be included if they are received in time. (Please, no more than three entries per person.) Photographs also are welcome.

Holiday greetings should be sent to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746. After November 1, facsimile copies also will be accepted at (301) 702-4407.

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

To ensure that your holiday greeting is published, please be sure all information is printed clearly.

## Holiday Message

(Please print or type)

To: \_\_\_\_\_

From: \_\_\_\_\_

Message: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Check the block which describes your status with the SIU:

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

Send your greeting to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746. The greeting should be received at the *LOG* by Monday, Nov. 13, 1995.





# Seafarers Always Ready On the Cape Wrath

The *Cape Wrath* is part of the U.S. Military Sealift Command's prepositioning fleet.

Sailing aboard the U.S. Military Sealift Command's (MSC) fleet of prepositioning ships means constantly being ready to quickly transport American military personnel and equipment to a designated area.

Seafarers who crew the roll-on/roll-off vessel *Cape Wrath* demonstrated such readiness and abilities a year ago this month during Operation Southern Watch, which was the U.S. response to a buildup of elite Iraqi troops near Kuwait. As part of that operation, MSC directed 19 prepositioning ships, including the *Cape Wrath* and other Seafarers-crewed vessels, to move troops and supplies to the Persian Gulf.

The mission ended after the threat of a confrontation with Iraq receded.

These days, crewmembers aboard the *Cape Wrath*, which is operated by Amsea, still keep the vessel ready to sail, fully loaded with materiel for the U.S. Army, at a moment's notice. They regularly take part in military exercises and also handle maintenance and repairs.

SIU Assistant Vice President Bob Hall, who provided the photos accompanying this article, recently met with crewmembers aboard the ship in Guam. "The crew realizes the importance of manning the prepositioning vessels," he said. "They're a hard-working group."

The prepositioning fleet is comprised of privately owned American-flag ships under charter to MSC.



Taking part in a union meeting aboard the *Cape Wrath* are (from the left) AB Phil Wilson, Wiper C. Thifault, AB Paul Grady, QMED Bob Opell and Steward/Baker Rich Gray.



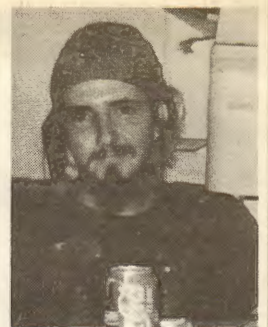
Ready for a union meeting aboard the *Cape Wrath* are (from the left) Wiper Mike Coombs, SAs Sergio Castellanos and Carol Lyon, AB Don Coggins and Chief Electrician H. Chancey.



Bosun Ed Stoelzel reminds crew about upcoming military exercise.



Listening to a report during a shipboard meeting is AB Ron Mena.



AB Nick Carey participates in the meeting aboard the *Cape Wrath*.

## O/S Marilyn Delivers Food To W. Africa

Seafarers aboard the *Overseas Marilyn* recently completed a 92-day voyage from Orange, Texas to Africa and back. The bulk carrier, operated by Maritime Overseas Corp., delivered grains to the African ports of Freetown, Guinea and Monrovia, Liberia.

SIU Patrolman Mike Calhoun met with crewmembers upon the vessel's arrival in Orange and subsequently provided the photos accompanying this article. During a shipboard meeting, he and the crew discussed the importance of both upgrading at the Paul Hall Center

and donating to SPAD. Members also talked about the status of federal legislation that, if enacted, would allow Alaskan North Slope oil to be exported only aboard U.S.-flag, American-crewed ships.

The patrolman reported that the entire crew wishes to extend its sympathies to the family of Chief Engineer Thomas D. Luckey, who passed away while the *Marilyn* was in Africa. "The crew really liked him and enjoyed working with him," Calhoun noted. "They wanted the family to know their thoughts and prayers were with them."



Greeted by their respective wives upon the *Marilyn's* arrival in Texas are AB Mike Tannehill (far left, next to his wife, Karen) and OMU Floyd Acord (far right, with wife, Aurel Marie).



Catching up on union news during a meeting on the *Overseas Marilyn* are (from left, standing) AB Mike Tannehill, Bosun Frank Cottogin, (seated) Steward Juan Rivera, SA Jorge Fernandez, AB Ronnie Norwood, AB Bob Seaman, OMU E. Silver, OMU Floyd Acord and AB Dave Hawkins.



DEU Victor Quito joins fellow shipmates for a meeting in the galley aboard the *Overseas Marilyn*.



# Remembering the Seafarers of WWII

## Active in Every Theater, Merchant Mariners Faced Danger and Death

For the past five years, Americans have marked the 50th anniversary of special events during World War II with celebrations, reverence and thanks. The last of the official anniversary observations took place last month in Hawaii to mark 50 years since the Axis powers surrendered to the Allies.

What remains are the memories of those brave men and women who played a vital role in securing final victory. Among those who met the call of their country were members of the Seafarers International Union.

The U.S. merchant marine, including thousands of Seafarers, supplied half the world with fuel, food and the tools of battle during World War II, delivering a myriad of cargoes. SIU members also brought back vital raw materials and other industrial necessities to the U.S., an often-overlooked aspect of wartime shipping which nevertheless proved essential to maintaining the fight.

But while the selfless, daring contribution of the American merchant mariner was a crucial element in the Allies' ultimate victory, it carried a severe cost. More than 7,000 U.S. merchant seamen perished during World War II—often in nightmarish circumstances—with a casualty rate second only to the Marine Corps. A total of more than 1,500 American-flag ships were lost through torpedoes, bombs, mines and other war-related incidents.

More than 1,200 members of the Seafarers International Union were among those who gave their lives in the war. But SIU members were undeterred, even during the many voyages when merchant vessels sailed without protective escorts. In spite of the lethal dangers, no merchant ships idled in port for lack of crews, and in some cases there were even more men willing to ship out from SIU halls than there were ships for them to sail, notes retired Seafarer **John Bunker**, who sailed during the war and who later worked as the union's first historian. (Bunker also wrote "*The Seafarers in World War II*," an extensive pamphlet first published by the SIU in 1951.)

In all, SIU members sailed in every theater: the Pacific; the treacherous runs to Murmansk and Archangel; the U-boat-infested Gulf of Mexico, Caribbean Sea and Atlantic Ocean; the Persian Gulf, and more.

### Deadly Beginning

SIU members were on the front lines of global action long before there were guns or convoys to protect them. In fact, Seafarers were exposed to the deadliness of the war many months before Pearl Harbor.

One of the first U.S.-flag vessels to be attacked during the war was the SIU-crewed *Robin Moor*, an unarmed cargo ship bound for South Africa from New York. A German sub-

marine sank the *Robin Moor* in May 1941 after giving the crew 20 minutes to abandon ship.

Early in 1942, German U-boats carried the war to America's Atlantic Coast. Here again, Seafarers were among the first to be affected, as the SIU-crewed *City of Atlanta* was torpedoed and sunk near Cape Hatteras in January.

Another SIU ship, the *Venore*, was sunk later that month in the same region. Many more Seafarer-crewed vessels (including the *Robin Hood*, *Alcoa Guide*, *Oakmar*, *Marore*, *Major Wheeler* and *Pipestone County*) were among the 154 Allied ships sunk along the coast and in the northwest Atlantic between January and June 1942.

By mid-1942, the Caribbean and Gulf also were infested with enemy subs. A number of SIU-manned ships (including many operated by Waterman, Bull Lines and Alcoa) fell prey to them. Still sailing without guns or armed escorts, the *Barbara*, *Alcoa Carrier*, *Alcoa Partner*, *Edith*, *Lebore*, *Alaskan* and *Antinous* were among those that went under. Even a passenger ship, the SIU-crewed *Robert E. Lee*, was sunk on July 30, almost inside the Mississippi Delta.

### The Russian Run

Nearly 350 U.S. merchant ships made the bone-chilling, high-risk run to Murmansk and Archangel to deliver goods to the Russians. Seafarers were part of the famous convoys in July and September of 1942, as well as other voyages to the arctic ports.

Most of the convoys were confronted by enemy planes, subs and surface craft, and the dangers were enhanced by storms, ice and fog. The *Beauregard* was one of many SIU ships to successfully complete the run; the *Massmar*, which struck a mine, was one of



An ammunition ship explodes after being torpedoed on the Murmansk Run, one of the most dangerous missions faced by members of the merchant marine.

a number that never returned home.

### 'Volcano Fleets'

Of all the vessels which sailed during the war, none were more at-risk than the tankers which carried oil and gasoline. These ships, known among mariners as the volcano fleets, furnished 80 percent of all the fuel that powered the Allied bombers, tanks and jeeps of World War II—tens of millions of gallons in all.

Yet there was no scarcity of mariners from the SIU and the Seafarers-affiliated Sailors' Union of the Pacific to crew the tankers, even though the vessels always were one attack away from exploding into a fiery mass.

### Heroes and Lifeboats

As Bunker notes in his essay, the SIU's history in World War II is ripe with heroes, courageous battles against the enemy and seemingly superhuman struggles for survival in the aftermaths of sinkings. Those tales are too numerous to recount here, but Bunker cites the *Henry Bacon* as a fitting example of Seafarers' bravery.

The *Bacon*, a Liberty Ship,

was headed to Scotland from Russia in the winter of 1945 when it lost contact with its convoy. Carrying Norwegian refugees as passengers, the ship was attacked by 23 German torpedo planes.

Unwilling to flee despite impossible odds, the *Bacon* engaged the aircraft in a fierce battle—undoubtedly surprising the Nazi pilots, who surely must have expected an easy time against the merchant ship.

The Americans took down eight or nine planes before the Germans finally torpedoed the vessel.

As the ship went down, Seafarers and officers assisted the Norwegians—including women and children—into lifeboats and life rafts. There also was room for some of the crew.

When the *Bacon* went down, "the survivors in the lifeboats saw Chief Engineer Haviland leaning against the bulwarks with Bosun Holcomb Lemmon, as casually as though the ship was leaving the dock for another routine voyage," Bunker wrote. "Captain Carini waved to them from the bridge and, as he did so, the *Henry Bacon* slid swiftly

and quietly under the sea.

"A big wave rolled over the spot and soon only some floating boards and crates marked where this gallant fighting freighter of the SIU had written such a glorious chapter into the annals of the American merchant service."

### The Invasions

SIU-crewed vessels were part of the convoys at invasion points around the world. SIU members delivered troops and materiel to Normandy, Sicily, Oran, Casablanca, Avola, Gela, Salerno, Anzio, Guadalcanal, Leyte, Okinawa and other key places.

One of many SIU freighters in the combat zones was the *Jonathan Grout*, a Liberty Ship which helped carry British troops from Alexandria for the invasion of Sicily in May 1943.

Another was the *Lawton B. Evans*, a Liberty carrying 4,000 tons of gasoline and ammunition when she arrived at Anzio from Naples in January 1944.

SIU ships also were among the huge fleet that landed Marines and supplies on the volcanic, bloody isle of Iwo Jima.

And they were in the midst of the fighting at Okinawa where, on Easter Sunday in 1945, began the last great invasion of the war, a battle that lasted for 82 days and ended only after 90,000 Japanese were killed in a maniacal defense of the "last stop before Japan."

### Seafarers Were There

Bunker summarized the SIU's role in the war when he wrote, "No executive manifestos, no formal enlistment, no testings of loyalty or pledges of devotion to their country's service were required to put SIU crews into action or prove their willingness to face danger—and death. . . ."

"Throughout the war, SIU ships were crewed through the union's hiring halls in an efficient system of manning which dispatched thousands of men to freighters, tugs, tankers and transports. . . ."

"And the men of the Seafarers International Union are ready now as they were in '42 to write another chapter of loyalty and able performance of duty into the annals of the American merchant service."



Pictured above are survivors of the *Robin Moor*, the first SIU-crewed vessel to be sunk during WWII.



# Remembering the Seafarers of WWII

## Active in Every Theater, Merchant Mariners Faced Danger and Death

For the past five years, Americans have marked the 50th anniversary of special events during World War II with celebrations, reverence and thanks. The last of the official anniversary observations took place last month in Hawaii to mark 50 years since the Axis powers surrendered to the Allies.

What remains are the memories of those brave men and women who played a vital role in securing final victory. Among those who met the call of their country were members of the Seafarers International Union.

The U.S. merchant marine, including thousands of Seafarers, supplied half the world with fuel, food and the tools of battle during World War II, delivering a myriad of cargoes. SIU members also brought back vital raw materials and other industrial necessities to the U.S., an often-overlooked aspect of wartime shipping which nevertheless proved essential to maintaining the fight.

But while the selfless, daring contribution of the American merchant mariner was a crucial element in the Allies' ultimate victory, it carried a severe cost. More than 7,000 U.S. merchant seamen perished during World War II—often in nightmarish circumstances—with a casualty rate second only to the Marine Corps. A total of more than 1,500 American-flag ships were lost through torpedoes, bombs, mines and other war-related incidents.

More than 1,200 members of the Seafarers International Union were among those who gave their lives in the war. But SIU members were undeterred, even during the many voyages when merchant vessels sailed without protective escorts. In spite of the lethal dangers, no merchant ships idled in port for lack of crews, and in some cases there were even more men willing to ship out from SIU halls than there were ships for them to sail, notes retired Seafarer **John Bunker**, who sailed during the war and who later worked as the union's first historian. (Bunker also wrote "*The Seafarers in World War II*," an extensive pamphlet first published by the SIU in 1951.)

In all, SIU members sailed in every theater: the Pacific; the treacherous runs to Murmansk and Archangel; the U-boat-infested Gulf of Mexico, Caribbean Sea and Atlantic Ocean; the Persian Gulf, and more.

### Deadly Beginning

SIU members were on the front lines of global action long before there were guns or convoys to protect them. In fact, Seafarers were exposed to the deadliness of the war many months before Pearl Harbor.

One of the first U.S.-flag vessels to be attacked during the war was the SIU-crewed *Robin Moor*, an unarmed cargo ship bound for South Africa from New York. A German sub-

marine sank the *Robin Moor* in May 1941 after giving the crew 20 minutes to abandon ship.

Early in 1942, German U-boats carried the war to America's Atlantic Coast. Here again, Seafarers were among the first to be affected, as the SIU-crewed *City of Atlanta* was torpedoed and sunk near Cape Hatteras in January.

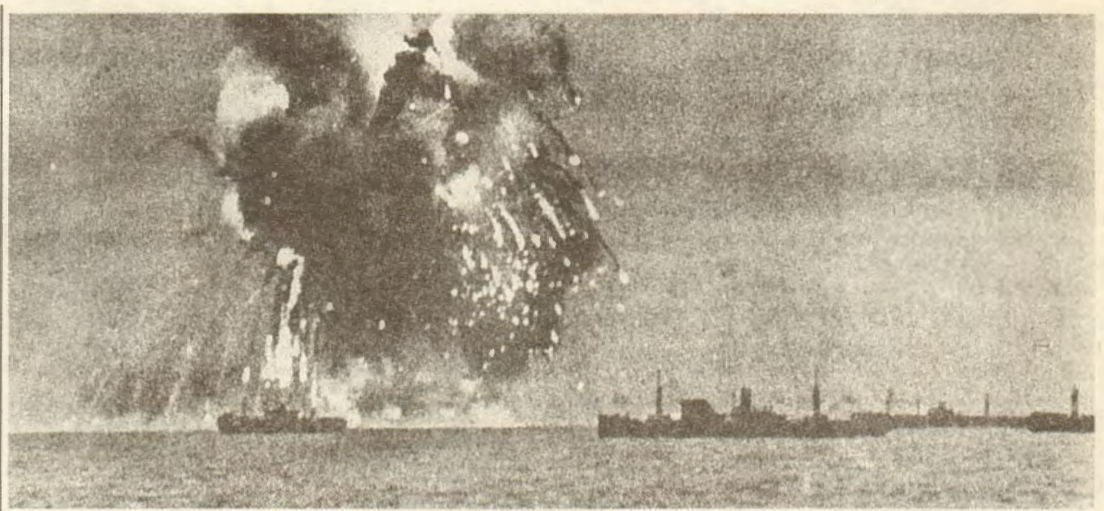
Another SIU ship, the *Venore*, was sunk later that month in the same region. Many more Seafarer-crewed vessels (including the *Robin Hood*, *Alcoa Guide*, *Oakmar*, *Marore*, *Major Wheeler* and *Pipestone County*) were among the 154 Allied ships sunk along the coast and in the northwest Atlantic between January and June 1942.

By mid-1942, the Caribbean and Gulf also were infested with enemy subs. A number of SIU-manned ships (including many operated by Waterman, Bull Lines and Alcoa) fell prey to them. Still sailing without guns or armed escorts, the *Barbara*, *Alcoa Carrier*, *Alcoa Partner*, *Edith*, *Lebore*, *Alaskan* and *Antinous* were among those that went under. Even a passenger ship, the SIU-crewed *Robert E. Lee*, was sunk on July 30, almost inside the Mississippi Delta.

### The Russian Run

Nearly 350 U.S. merchant ships made the bone-chilling, high-risk run to Murmansk and Archangel to deliver goods to the Russians. Seafarers were part of the famous convoys in July and September of 1942, as well as other voyages to the arctic ports.

Most of the convoys were confronted by enemy planes, subs and surface craft, and the dangers were enhanced by storms, ice and fog. The *Beauregard* was one of many SIU ships to successfully complete the run; the *Massmar*, which struck a mine, was one of



An ammunition ship explodes after being torpedoed on the Murmansk Run, one of the most dangerous missions faced by members of the merchant marine.

a number that never returned home.

### 'Volcano Fleets'

Of all the vessels which sailed during the war, none were more at-risk than the tankers which carried oil and gasoline. These ships, known among mariners as the volcano fleets, furnished 80 percent of all the fuel that powered the Allied bombers, tanks and jeeps of World War II—tens of millions of gallons in all.

Yet there was no scarcity of mariners from the SIU and the Seafarers-affiliated Sailors' Union of the Pacific to crew the tankers, even though the vessels always were one attack away from exploding into a fiery mass.

### Heroes and Lifeboats

As Bunker notes in his essay, the SIU's history in World War II is ripe with heroes, courageous battles against the enemy and seemingly superhuman struggles for survival in the aftermaths of sinkings. Those tales are too numerous to recount here, but Bunker cites the *Henry Bacon* as a fitting example of Seafarers' bravery.

The *Bacon*, a Liberty Ship,

was headed to Scotland from Russia in the winter of 1945 when it lost contact with its convoy. Carrying Norwegian refugees as passengers, the ship was attacked by 23 German torpedo planes.

Unwilling to flee despite impossible odds, the *Bacon* engaged the aircraft in a fierce battle—undoubtedly surprising the Nazi pilots, who surely must have expected an easy time against the merchant ship.

The Americans took down eight or nine planes before the Germans finally torpedoed the vessel.

As the ship went down, Seafarers and officers assisted the Norwegians—including women and children—into lifeboats and life rafts. There also was room for some of the crew.

When the *Bacon* went down, "the survivors in the lifeboats saw Chief Engineer Haviland leaning against the bulwarks with Bosun Holcomb Lemmon, as casually as though the ship was leaving the dock for another routine voyage," Bunker wrote. "Captain Carini waved to them from the bridge and, as he did so, the *Henry Bacon* slid swiftly

and quietly under the sea.

"A big wave rolled over the spot and soon only some floating boards and crates marked where this gallant fighting freighter of the SIU had written such a glorious chapter into the annals of the American merchant service."

### The Invasions

SIU-crewed vessels were part of the convoys at invasion points around the world. SIU members delivered troops and materiel to Normandy, Sicily, Oran, Casablanca, Avola, Gela, Salerno, Anzio, Guadalcanal, Leyte, Okinawa and other key places.

One of many SIU freighters in the combat zones was the *Jonathan Grout*, a Liberty Ship which helped carry British troops from Alexandria for the invasion of Sicily in May 1943.

Another was the *Lawton B. Evans*, a Liberty carrying 4,000 tons of gasoline and ammunition when she arrived at Anzio from Naples in January 1944.

SIU ships also were among the huge fleet that landed Marines and supplies on the volcanic, bloody isle of Iwo Jima.

And they were in the midst of the fighting at Okinawa where, on Easter Sunday in 1945, began the last great invasion of the war, a battle that lasted for 82 days and ended only after 90,000 Japanese were killed in a maniacal defense of the "last stop before Japan."

### Seafarers Were There

Bunker summarized the SIU's role in the war when he wrote, "No executive manifestos, no formal enlistment, no testings of loyalty or pledges of devotion to their country's service were required to put SIU crews into action or prove their willingness to face danger—and death. . . ."

"Throughout the war, SIU ships were crewed through the union's hiring halls in an efficient system of manning which dispatched thousands of men to freighters, tugs, tankers and transports. . . ."

"And the men of the Seafarers International Union are ready now as they were in '42 to write another chapter of loyalty and able performance of duty into the annals of the American merchant service."



Pictured above are survivors of the *Robin Moor*, the first SIU-crewed vessel to be sunk during WWII.





On "Bring Your Daughter to Work Day" last April, Allison Cucinotta, 8, joined her father, STU Patrolman Ambrose Cucinotta, on the bridge of the Crowley Senator.



Karen Tannehill, wife of AB Mike Tannehill, brought along their son, Zachariah, on a recent visit to the Houston hall.

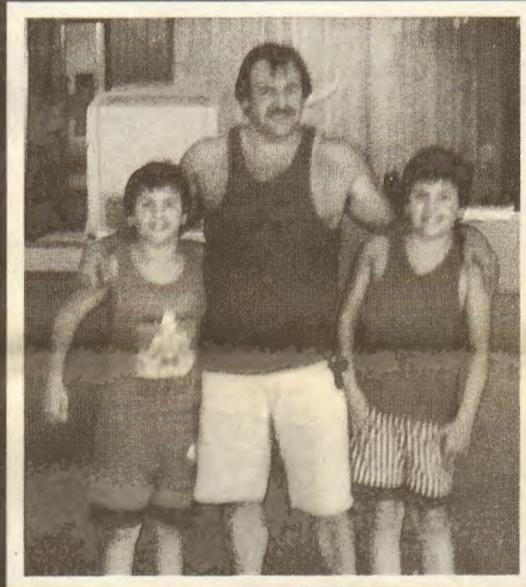
# SEAFARERS FAMILY photos

Children of Seafarers is the focus of this month's feature. While some of the boys and girls accompanied their parents to the union hall, others experienced a day on the waterfront. One family sent photos from a day at the park.

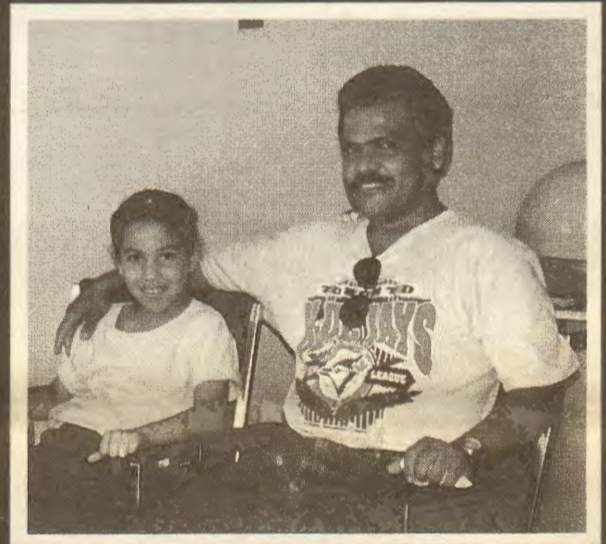
As always, the LOG welcomes your photographs and will publish them on a periodic basis.



Brett Van Pelt, 3, got to spend time with his father, LMED Timothy R. Van Pelt, when he registered at the Baltimore hall recently. Brett's mom, Pam, also joined in the outing.



Alan Smith (left) and Joseph Smith were happy to be with their father, LMED John Smith, when he had some business to take care of in the Philadelphia hall.



Jose Canales got a chance to enjoy the company of his 9-year-old daughter, Kenya Michelle, at the STU hall in San Juan. Brother Canales sails as a DEU.



Paula Andrea Escobar Christopher improved her rowing technique last year on one of the boats at Piney Point while her dad, Luis A. Escobar, attended the Lundeberg School for his chief steward endorsement.



Captain Roberto Candelario Diaz (above right) spent a recent summer day with his family at Camp Patricio Park in San Juan. With the Crowley captain are (from left) his son, Roberto Jr. and his two daughters, Regina and Jessica. At right: Enjoying one of the rides at the park is his grandson, Eduardo Feliberty.





## The SIU Wishes Our New Pensioners The Wind to Their Backs and Harbor from Storms

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

This month the Seafarers Pension Plan announces the retirements of 23 SIU members who have completed their careers as merchant mariners.

Sixteen of those signing off sailed in the deep sea division, six navigated the inland waterways and one worked aboard Great Lakes vessels.

Twelve of the retiring Seafarers served in the U.S. military—10 in the Army, one in the Navy and one in the Air Force.

Among those joining the ranks of SIU pensioners are **Alphonse Johnson**, who completed the steward recertification course, and **Perfecto M. Amper** and **Donald Wagner**, who both graduated from the bosun recertification program at the Lundeberg School in Piney Point, Md. These courses are the highest levels of training for deck and steward members offered at the Lundeberg School.

The oldest retiring members this month are **Harry J. Celkos**, **Emil A. Gomez** and **Alphonse Johnson**—all of whom are 70 years old.

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

### DEEP SEA



**CHARLES R. ALLEN**, 65, began sailing with the Seafarers in 1964 from the port of New Orleans.

Brother Allen started his career in the inland division as a member of the deck department and later transferred to deep sea vessels, shipping in the engine department. From 1949 to 1952, he served in the U.S. Army. Born in Tennessee, Brother Allen now makes his home in Louisiana.

**PERFECTO M. AMPER**, 67, joined the SIU in 1968 in the port of Seattle. The deck department member upgraded his rating at the Lundeberg School in Piney Point, Md., and completed the bosun recertification program there in 1982. Born in the Philippines, Brother Amper now lives in California.



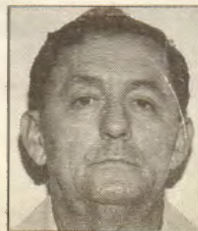
**HARRY J. CELKOS**, 70, began sailing with the SIU in 1947 from the port of Philadelphia.

Brother Celkos sailed as a member of the deck department. A native of Pennsylvania, he continues to live in that state.

**ROBERT A. CHRISTENSEN**, 58, joined the SIU in the port of New York following his graduation from the SIU's Andrew Furuseth Training School for entry level seamen in 1959. Brother Christensen sailed in the deck department, most recently as a bosun. He was ac-



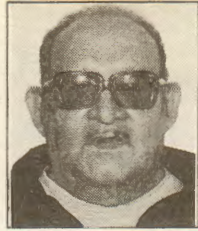
tive in union beefs and organizing drives. From 1955 to 1957, he served in the U.S. Army as a paratrooper. A native of New York, Brother Christensen now resides in Florida.



**NELSON R. DORADO**, 66, started sailing with the union in 1964 from the port of New Orleans.

The deck department member was born in Colombia, South America. Brother Dorado presently lives in Louisiana.

**EMIL A. GOMEZ**, 70, joined the union in 1944 in the port of New York. The New York native sailed as a member of the steward department. Brother Gomez currently makes his home in Japan.



**GEORGE E. HARWELL**, 65, started his career with the SIU in 1946 in the port of Mobile, Ala.

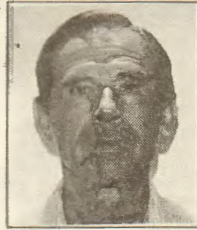
He sailed in the deck department. From 1954 to 1956, he served in the U.S. Army. Brother Harwell continues to live in his native Alabama.

**ALPHONSE JOHNSON**,

70, began sailing with the Seafarers in 1960 from the port of Mobile, Ala. He was a member of the steward department and completed the steward recertification course in 1989 at the Lundeberg School. During his union career, Brother Johnson served as a delegate to the 1970 crew conference, which provided SIU members the



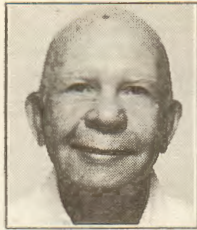
chance to learn more about their union and the maritime industry, in Piney Point. From 1943 to 1946, he served in the U.S. Army. A native of Alabama, Brother Johnson has retired to that state.



**SEGUNDO S. LUNA**, 65, joined the Seafarers in 1971 in the port of New Orleans. Born in

Ecuador, he sailed as a member of the deck department. Brother Luna resides in Florida.

**ANSTEY MINORS**, 58, started his career with the SIU in the port of New York following his graduation from the Andrew Furuseth Training School in 1961. Brother Minors last sailed in the steward department as a chief cook. During his union career, he upgraded at both the Andrew Furuseth Training School and its successor, the Lundeberg School. He actively participated in union organizing drives. Born in Trinidad, Brother Minors became a naturalized U.S. citizen. He presently lives in New York.



**GERALDO MORALES**, 67, joined the Seafarers in 1962 in the port of New York. The U.S. Virgin

Islands native sailed as a member of the steward department. Brother Morales makes his home in Florida.

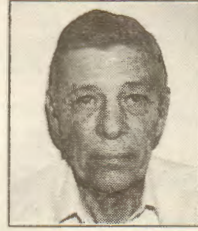
**GEORGE PALOUMBIS**, 65, started his career with the SIU in 1971 in the port of New York. He later upgraded at the Lundeberg School. Brother Paloumbis sailed as a member of the engine department. Born in Greece, he has returned to his native country.



**JAMES D. POSTON**, 66, joined the union in 1970 in the port of New York. Brother Poston sailed in

the deck department, most recently as a bosun. From 1946 to 1950, he served in the U.S. Navy. Brother Poston lives in his native South Carolina.

**PAUL B. POWERS**, 65, began sailing with the Seafarers in 1971 from the port of Houston.



The Oklahoma native sailed in the deck department and graduated at the Lundeberg School. From 1951 to 1953, he served in the U.S. Army. Brother Powers continues to reside in Oklahoma.

**OSVALDO RIOS**, 61, started his career with the SIU in 1959 in the port of New York. He was a member of the steward department, last sailing as a chief cook. He upgraded his ratings at both the Andrew Furuseth Training School and the Lundeberg School. From 1955 to 1957, Brother Rios served in the U.S. Air Force. He has retired to his native Puerto Rico.



**DONALD WAGNER**, 66, began sailing with the union in 1945 from the port of San Francisco. Brother

Wagner shipped in the deck department and completed the bosun recertification course in 1986 at the Lundeberg School. Late in his career, he sailed on Puerto Rico Marine and Sea-Land vessels. From 1946 to 1948, he served in the U.S. Army. Born in New York, Brother Wagner now lives in Florida.

### INLAND

**HENRY M. CORBELL**, 62, joined the SIU in 1972 in the port of Norfolk, Va. The Virginia native, a licensed operator, sailed in the deck department, most recently as a relief captain. He attended upgrading courses at the Lundeberg School. From 1953 to 1955, he served in the U.S. Army. Boatman Corbell continues to make his home in Virginia.



**THOMAS L. FARRELL**, 61, joined the Seafarers in the port of Baltimore following his graduation

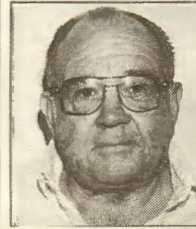
from the Andrew Furuseth Training School for entry level seamen in 1961. Boatman Farrell sailed in both the deck and steward departments and

upgraded to AB at the Andrew Furuseth Training School. During his union career, he served as a delegate to several inland crew conferences at the Lundeberg School. Boatman Farrell retired to his home state of Pennsylvania.

**ROY C. HARRISON**, 62, started his career with the SIU in 1973 in the port of Mobile, Ala.



The Alabama native sailed as a member of the deck department. Boatman Harrison continues to live in Alabama.

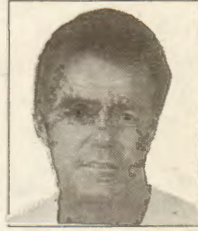


**RONALD E. HURD**, 62, began sailing with the Seafarers in 1961 from the port of Port Arthur,

Texas. Sailing in the deck department, he worked his way up from deckhand to captain and earned his first class pilot/operator's license. From 1954 to 1955, he served in the U.S. Army. Boatman Hurd remains a Texas resident.

**JOHN RICHARD**, 58, joined the SIU in 1963 in the port of Port Arthur, Texas. Boatman Richard sailed in the deck department and advanced from mate to captain. He received his first class pilot's license and upgraded at the Lundeberg School. Born in Louisiana, Boatman Richard currently makes his home in Texas.

**HOWARD SEGREST**, 45, started his career with the union in 1971 from the port of Port Arthur, Texas. He sailed in the engine department. From 1967 to 1970, he served in the U.S. Army. Born in Arizona, Boatman Segrest lives in Texas.



### GREAT LAKES



**JAMES H. KETTER**, 65, joined the Seafarers in 1980 in the port of Duluth, Minn. The

Wisconsin native sailed primarily for Kinsman Lines as a member of the engine department. From 1951 to 1953, he served in the U.S. Army. Brother Kettner retired to his home state of Wisconsin.



# Dispatchers' Report for Deep Sea

AUGUST 16 — SEPTEMBER 15, 1995

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
<b>DECK DEPARTMENT</b>										
New York	30	24	8	23	15	6	5	66	50	14
Philadelphia	5	6	2	1	2	4	3	5	11	1
Baltimore	8	5	1	8	9	1	0	6	12	2
Norfolk	12	22	2	12	14	5	1	20	25	7
Mobile	7	13	1	11	9	0	2	17	24	3
New Orleans	23	25	2	29	18	1	5	24	39	5
Jacksonville	19	21	5	25	19	2	16	44	28	6
San Francisco	22	16	1	9	16	0	6	43	35	6
Wilmington	15	14	1	13	12	3	14	30	34	4
Seattle	31	21	1	21	7	0	6	51	51	4
Puerto Rico	7	5	3	2	2	1	1	16	6	7
Honolulu	6	13	6	4	8	4	4	10	25	12
Houston	26	30	9	15	23	4	11	47	40	12
St. Louis	2	1	0	1	1	0	0	1	2	0
Piney Point	1	4	1	1	0	0	0	1	9	2
Algonac	0	2	1	0	1	0	0	0	3	1
<b>Totals</b>	<b>214</b>	<b>222</b>	<b>44</b>	<b>175</b>	<b>156</b>	<b>31</b>	<b>74</b>	<b>381</b>	<b>394</b>	<b>86</b>
<b>ENGINE DEPARTMENT</b>										
New York	16	11	5	14	13	0	2	33	27	7
Philadelphia	1	0	1	1	3	0	5	1	1	1
Baltimore	0	5	1	1	6	1	1	3	7	2
Norfolk	3	8	6	2	8	5	2	11	10	6
Mobile	6	7	0	3	8	1	3	13	11	0
New Orleans	9	14	2	12	18	3	6	24	23	4
Jacksonville	20	9	3	9	16	1	10	29	22	2
San Francisco	14	11	0	9	5	0	3	24	28	1
Wilmington	7	10	3	6	5	2	3	16	20	7
Seattle	17	11	2	16	10	0	8	27	21	2
Puerto Rico	4	3	0	3	3	1	0	4	4	0
Honolulu	2	11	8	2	9	3	6	4	18	12
Houston	12	13	4	14	12	2	7	19	17	4
St. Louis	1	2	0	1	5	0	0	1	1	0
Piney Point	2	12	0	2	3	0	0	2	16	0
Algonac	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>114</b>	<b>127</b>	<b>35</b>	<b>95</b>	<b>124</b>	<b>19</b>	<b>56</b>	<b>211</b>	<b>226</b>	<b>48</b>
<b>STEWARD DEPARTMENT</b>										
New York	20	10	0	9	8	0	4	30	21	1
Philadelphia	0	2	1	0	2	1	0	0	2	1
Baltimore	1	2	0	1	1	0	1	4	2	1
Norfolk	6	11	3	6	6	1	1	5	15	4
Mobile	4	3	0	8	2	1	5	9	6	0
New Orleans	9	4	2	9	10	2	5	17	12	3
Jacksonville	9	10	0	9	4	1	5	19	14	1
San Francisco	22	11	3	16	7	0	13	65	21	3
Wilmington	10	3	2	8	7	0	7	20	11	4
Seattle	22	4	1	12	7	0	5	37	7	2
Puerto Rico	1	1	0	4	1	0	1	2	1	1
Honolulu	5	7	1	5	1	0	1	20	19	13
Houston	13	4	0	6	3	0	5	19	14	1
St. Louis	2	0	0	1	0	0	0	1	0	0
Piney Point	8	6	0	0	2	0	0	12	6	2
Algonac	0	0	0	0	0	0	0	0	1	0
<b>Totals</b>	<b>132</b>	<b>78</b>	<b>13</b>	<b>94</b>	<b>61</b>	<b>6</b>	<b>53</b>	<b>260</b>	<b>152</b>	<b>37</b>
<b>ENTRY DEPARTMENT</b>										
New York	9	38	5	4	19	1	0	23	55	25
Philadelphia	1	1	3	0	3	1	0	2	1	3
Baltimore	0	3	3	1	2	0	0	1	12	7
Norfolk	1	12	9	1	4	8	0	1	18	21
Mobile	1	13	1	0	12	0	0	3	27	3
New Orleans	9	16	14	4	18	7	0	12	23	19
Jacksonville	2	11	7	1	16	5	0	5	20	11
San Francisco	8	22	8	3	9	1	0	19	47	22
Wilmington	4	10	9	4	7	2	0	8	27	24
Seattle	10	18	4	3	5	0	0	15	38	9
Puerto Rico	5	7	2	1	4	0	0	10	12	15
Honolulu	5	42	41	0	10	7	0	11	84	125
Houston	1	19	3	0	5	2	0	2	30	7
St. Louis	0	1	0	0	0	0	0	0	4	0
Piney Point	0	13	3	1	7	1	0	0	20	5
Algonac	0	2	2	0	1	0	0	0	1	2
<b>Totals</b>	<b>56</b>	<b>228</b>	<b>118</b>	<b>23</b>	<b>132</b>	<b>40</b>	<b>0</b>	<b>110</b>	<b>425</b>	<b>296</b>
<b>Totals All Departments</b>	<b>516</b>	<b>655</b>	<b>210</b>	<b>387</b>	<b>473</b>	<b>96</b>	<b>183</b>	<b>962</b>	<b>1,197</b>	<b>467</b>

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

## November & December 1995 Membership Meetings Deep Sea, Lakes, Inland Waters

**Piney Point**  
Monday: November 6, December 4

**New York**  
Tuesday: November 7, December 5

**Philadelphia**  
Wednesday: November 8, December 6

**Baltimore**  
Thursday: November 9, December 7

**Norfolk**  
Thursday: November 9, December 7

**Jacksonville**  
Thursday: November 9, December 7

**Algonac**  
Monday: November 13\*, Friday, December 8  
\*changed by Veterans' Day holiday

**Houston**  
Monday: November 13, December 11

**New Orleans**  
Tuesday: November 14, December 12

**Mobile**  
Wednesday: November 15, December 13

**San Francisco**  
Thursday: November 16, December 14

**Wilmington**  
Monday, November 20, December 18

**Seattle**  
Friday: November 24, December 22

**San Juan**  
Thursday: November 9, December 7

**St. Louis**  
Friday: November 17, December 15

**Honolulu**  
Friday: November 17, December 15

**Duluth**  
Wednesday: November 15, December 13

**Jersey City**  
Wednesday: November 22, December 20

**New Bedford**  
Tuesday: November 21, December 19

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

### Personals

**KENNETH COOPER**

Please contact your brother, Daniel Cooper, at (215) 726-0452.

**ELEFTHIS KARAOGANIS**

Please contact your sister, Christine Purvey, or your nephew, Bob Purvey, at (818) 883-1376.

**TO THE FRIENDS OF  
THOMAS LLOYD MEALEY**

Anyone with information concerning Thomas Lloyd Mealey, please contact his son, Thomas Hill, at 1551 Hemlock St., Eugene, OR 97404. Mealey sailed from the mid-1940s to 1968.

**ROBERT J. MOMENEE**

Please contact your mother, Helen Jeanne Momenee, at (419) 474-6148.

**TO THE FRIENDS OF  
RALPH PATTON NOELIE**

Anyone knowing the whereabouts of Ralph Patton Noelie, please contact Del Wasso, 774 Geneva, Romeoville, IL 60446; or call (815) 886-5052. Mr. Noelie, was a merchant mariner from 1944 to 1945.

**ADAM TAMMARO**

Please contact your sister, Gloria Luke, at (813) 842-4218, concerning your father, George Luke.





**Seafarers International Union Directory**

- Michael Sacco  
President
- John Fay  
Secretary-Treasurer
- Joseph Sacco  
Executive Vice President
- Augustin Tellez  
Vice President Contracts
- George McCartney  
Vice President West Coast
- Roy A. "Buck" Mercer  
Vice President Government Services
- Jack Caffey  
Vice President Atlantic Coast
- Byron Kelley  
Vice President Lakes and Inland Waters
- Dean Corgy  
Vice President Gulf Coast
- 
- HEADQUARTERS**  
5201 Auth Way  
Camp Springs, MD 20746  
(301) 899-0675
- ALGONAC**  
520 St. Clair River Dr.  
Algonac, MI 48001  
(810) 794-4988
- BALTIMORE**  
1216 E. Baltimore St.  
Baltimore, MD 21202  
(410) 327-4900
- DULUTH**  
705 Medical Arts Building  
Duluth, MN 55802  
(218) 722-4110
- HONOLULU**  
606 Kalihi St.  
Honolulu, HI 96819  
(808) 845-5222
- HOUSTON**  
1221 Pierce St.  
Houston, TX 77002  
(713) 659-5152
- JACKSONVILLE**  
3315 Liberty St.  
Jacksonville, FL 32206  
(904) 353-0987
- JERSEY CITY**  
99 Montgomery St.  
Jersey City, NJ 07302  
(201) 435-9424
- MOBILE**  
1640 Dauphin Island Pkwy.  
Mobile, AL 36605  
(334) 478-0916
- NEW BEDFORD**  
48 Union St.  
New Bedford, MA 02740  
(508) 997-5404
- NEW ORLEANS**  
630 Jackson Ave.  
New Orleans, LA 70130  
(504) 529-7546
- NEW YORK**  
635 Fourth Ave.  
Brooklyn, NY 11232  
(718) 499-6600
- NORFOLK**  
115 Third St.  
Norfolk, VA 23510  
(804) 622-1892
- PHILADELPHIA**  
2604 S. 4 St.  
Philadelphia, PA 19148  
(215) 336-3818
- PINEY POINT**  
P.O. Box 75  
Piney Point, MD 20674  
(301) 994-0010
- PORT EVERGLADES**  
1221 S. Andrews Ave.  
Ft. Lauderdale, FL 33316  
(954) 522-7984
- SAN FRANCISCO**  
350 Fremont St.  
San Francisco, CA 94105  
(415) 543-5855  
Government Services Division  
(415) 861-3400
- SANTURCE**  
1057 Fernandez Juncos Ave., Stop 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**

AUGUST 16—SEPTEMBER 15, 1995

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
<b>DECK DEPARTMENT</b>									
Algonac	0	32	5	0	31	5	0	38	15
<b>ENGINE DEPARTMENT</b>									
Algonac	0	14	3	0	18	7	0	16	6
<b>STEWARD DEPARTMENT</b>									
Algonac	0	7	3	0	7	3	0	8	3
<b>ENTRY DEPARTMENT</b>									
Algonac	0	17	12	0	0	0	0	31	43
<b>Totals All Departments</b>	<b>0</b>	<b>70</b>	<b>23</b>	<b>0</b>	<b>56</b>	<b>15</b>	<b>0</b>	<b>93</b>	<b>67</b>

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

**Dispatchers' Report for Inland Waters**

AUGUST 16—SEPTEMBER 15, 1995

\*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
<b>DECK DEPARTMENT</b>									
Atlantic Coast	2	0	0	3	0	0	11	2	0
Gulf Coast	4	5	10	1	1	1	4	3	11
Lakes & Inland Waters	39	6	0	9	2	0	16	20	0
West Coast	2	2	6	20	1	2	7	5	28
<b>Totals</b>	<b>47</b>	<b>13</b>	<b>16</b>	<b>33</b>	<b>4</b>	<b>3</b>	<b>38</b>	<b>30</b>	<b>39</b>
<b>ENGINE DEPARTMENT</b>									
Atlantic Coast	3	0	0	1	0	0	3	1	1
Gulf Coast	2	0	1	2	0	1	2	0	1
Lakes & Inland Waters	7	3	0	3	0	0	3	1	0
West Coast	0	0	0	2	1	0	0	0	0
<b>Totals</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>2</b>	<b>2</b>
<b>STEWARD DEPARTMENT</b>									
Atlantic Coast	1	0	0	0	0	0	3	0	0
Gulf Coast	2	0	3	0	0	0	2	3	4
Lakes & Inland Waters	6	1	0	3	1	0	5	9	0
West Coast	0	0	3	3	0	0	0	0	11
<b>Totals</b>	<b>9</b>	<b>1</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>12</b>	<b>15</b>
<b>Totals All Departments</b>	<b>68</b>	<b>17</b>	<b>23</b>	<b>47</b>	<b>6</b>	<b>4</b>	<b>56</b>	<b>44</b>	<b>56</b>

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

**Letters to the Editor**

**Leback Offers Follow-up On SS Typhoon History**

I read with interest James M. Smith's article "Danger at Dawn—May 1943," which appeared in the August 1995 issue of the *Seafarers LOG*.

I thought Jim Smith and your readers might be interested in the history of the *Typhoon* after the 1943 incident reported in the story. She was converted to a troop transport (1,454 troops) in August 1945 and operated as a troop ship through to the end of the war.

In 1946 she was returned to the Maritime Commission and laid up. In 1948 she was sold to Waterman Steamship Company and renamed *Mobilian*. She remained in Waterman's service through 1955, then became the *Ocean Joyce*.

In 1961 she was renamed *Overseas Joyce*; 1965 saw her as the *Sapphire Sandy*. In 1967 she was detained under arrest, in New York, sold at public auction and renamed *Richwood*. In 1970 she once again was sold and renamed *General Ranger*.

The end came on 14 June 1971, when grounded off Costa Rica. Leaking and flooded, she was abandoned and declared a total loss. She was on this last voyage from Nagoya, Japan to

Paramaribo, Surinam with automobiles. She lasted 28 years. Captain Warren G. Leback Princeton, N.J.

(The writer is a former United States Maritime Administrator)

**Writing to Congress Proves Rewarding**

Once again, I'm writing to encourage SIU members to write their elected representatives in Washington.

I did just that many months ago concerning the declining U.S. merchant marine, and much to my surprise, I've received responses from a few senators and congressmen stating their support of the merchant marine.

It seems getting started and writing that first letter is the hardest part, but it's well worth it, especially when I realize the letters are being read. The people in Congress want to hear from citizens who are affected by the laws they pass.

Now, I'm writing to other representatives in Washington, plus city officials and even newspaper reporters.

My advice to both active and retired SIU members is, write to your representatives.

It would be especially impressive to send a letter signed by the entire crew of an SIU ship. Or, if you're a retiree

(as I am), writing is a good way to keep your mind active.

Walter Karlak  
Woodside Queens, N.Y.

**Merchant Mariners Deserve Respect**

Thanks to this nation's Freedom of Information Act, I recently saw a fact sheet that says our U.S. merchant marine of World War II suffered a greater percentage of war-related deaths than all U.S. Armed Forces combined. We were the only all-volunteer service, yet many people still don't know there were American merchant ships sunk by enemy action before Pearl Harbor. The first SIU ship to go under was the *SS Robin Moor* on May 21, 1941. A total of 833 U.S. ships were sunk, and 31 disappeared without a trace.

Yet for 43 years, Congress cheated the World War II merchant marine out of veterans' benefits, even though President Franklin D. Roosevelt promised us those benefits. Even today, some of the men who sailed in the merchant marine during the war are unfairly being denied such benefits.

The American merchant seamen of World War II deserve better treatment, both then and now.

Peter Salvo  
McKeesport, Penn.



## Digest of Shipboard Union Meetings

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

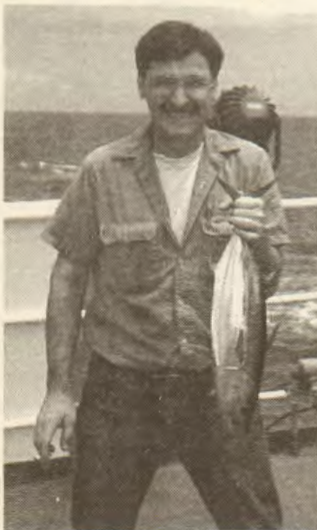
Ships minutes first are reviewed by the union's contract department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships minutes. The minutes are then forwarded to the Seafarers LOG for publication.

**GUAYAMA** (NPR, Inc.), June 25—Chairman **Luis Ramirez**, Secretary **Mark Hoyman**, Educational Director **Fred Dougherty**, Deck Delegate **Matt Arnold**, Engine Delegate **Daniel Campbell**, Steward Delegate **Donald Williams**. Chairman asked contracts department for clarification of emergency relief policy. Secretary advised crewmembers to consider safety above all else. Educational director stressed importance of upgrading at Lundeberg School. No beefs or disputed OT. Chairman urged members to help save merchant fleet by writing congressmen. Crew noted new sofa for crew lounge not yet received. Next port: Jacksonville, Fla.

**SEA-LAND ENTERPRISE** (Sea-Land Service), June 12—Chairman **Hayden Gifford**, Secretary **Julio Roman**, Educational Director **Ray Chapman**. Chairman advised crew to be familiar with all shipboard fire stations and fire equipment. He complimented galley gang for fine meals. Secretary underlined importance of upgrading skills at Piney Point. Educational director asked members to donate to SPAD. No beefs or disputed OT reported. Crew extended special vote of thanks to steward department for clean mess halls and good food.

**CHARLES L. BROWN** (Transoceanic Cable), July 28—Chairman **Roger Reinke**, Secretary **Kenneth Hagan**, Educational Director **Faustino Pereira**, Engine Delegate **Ernest Cox**, Steward Delegate **Charifred Autrey**. Chairman announced separate payoff times for cable layers and all other crewmembers. Deck delegate reminded crew of no smoking rule in crew lounge. No beefs or disputed OT reported. Crew notified that water coolers are now on board until new drinking water filter system is installed. Chairman informed crew three new washers and dryers were ordered and crew lounge couch being reupholstered. Crew reported starboard side air conditioning not working properly. Crew thanked steward department for midnight meals. Next port: St. Thomas, U.S.V.I.

### Bigger Fish to Fry?



Patrick Maher, oiler aboard the USNS Victorious, recently spent some of his off-time fishing from the T-AGOS vessel. Here, he displays his first catch made between California and Hawaii: a 4-pound tuna.

**NEDLLOYD HOLLAND** (Sea-Land Service), July 23—Chairman **Freddie Goethe**, Secretary **C. Jones**. Chairman advised all crewmembers wishing to continue sailing aboard tankers to attend Piney Point tanker operations course. No beefs or disputed OT reported. Crew thanked galley gang for job well done.

**LIBERTY WAVE** (Liberty Maritime), August 13—Chairman **Neil Matthey**, Secretary **Vincent Sanchez Jr.**, Educational Director **Kelly Graham**, Deck Delegate **Lee Hollier**, Engine Delegate **Roman Niles**, Steward Delegate **A. Fanchini**. Chairman announced ship will be loading 52,000 tons of corn in New Orleans destined for Agaba, Jordan. Bosun stated captain going on vacation and new captain signing on for next trip. Disputed OT reported by engine delegate. No beefs or disputed OT reported by deck or steward delegates. Chairman announced new TV speaker, toaster, washer and dryer have been ordered. Crew thanked steward department for job well done and for preparing enjoyable cookouts. Bosun encouraged crew to keep mess rooms and crew lounge clean. He also reminded members of the importance of upgrading at Lundeberg School. Next port: New Orleans.

**2ND LT. JOHN P. BOBO** (Amsea), August 6—Chairman **William Bratton**, Secretary **Dorray Saberon**, Educational Director **Michael Langenbach**, Deck Delegate **Thomas J. Guffey**, Engine Delegate **James Bates**. Chairman reported crew lounge TV has been repaired and returned to ship. He discussed upcoming contract negotiations between union and Amsea. He advised crew to have updated z-cards and benzene cards. Educational director discussed importance of taking upgrading courses offered at Piney Point, especially the tanker operations course. No beefs or disputed OT reported. Chairman announced the ship's contract with U.S. government renewed for another five years. AB **Steve Foster** requested more frequent union meetings be held while at sea. AB **Albert Austin** thanked captain for prompt understanding and action when a death in his family occurred. Chairman reminded crew of importance of SPAD and MDL in keeping the union strong. Next port: Malaga, Spain.

**MAUI** (Matson Navigation), August 25—Secretary **Don Dwyer**, Steward Delegate **Nasar A. Alfaqih**. Chairman urged crewmembers to write congress in support of pending maritime legislation. Steward delegate discussed importance of donating to SPAD and reminded crew to register for tanker operations course at Paul Hall Center. No beefs or disputed OT reported. Secretary encouraged members to read *Seafarers LOG*. Steward delegate noted new galley gang uniforms on order. Next port: Honolulu.

**OMI HUDSON** (OMI), August 13—Chairman **Oscar Wiley**, Secretary **Terry Allen**, Educational Director **L.W. Philpot**, Deck Delegate **Ken Gilliam**, Engine Delegate **Thomas Koubek**, Steward Delegate **Floyd Bishop**.

Chairman urged crewmembers to take advantage of upgrading opportunities available at Lundeberg School, especially tanker operations and advanced firefighting courses. Secretary informed crewmembers of latest developments on Alaskan oil bill and noted details to be found in current issue of *Seafarers LOG*. Educational director encouraged upgrading at Paul Hall Center. No beefs or disputed OT reported. Crew asked contracts department to look into improved vision and dental plans. Educational director requested crew to help keep mess hall clean. Chairman advised crew not to wear hats during meals. Steward reminded crewmembers to separate plastic trash from regular refuse. Galley gang thanked for job well done. Next port: Texas City, Texas.

**OOCL INSPIRATION** (Sea-Land Service), August 6—Chairman **Ron Dailey**, Secretary **Ekow Doffoh**, Educational Director **Eric Bain**, Engine Delegate **Paul Babin**, Steward Delegate **Raul Gotay**. Chairman advised crewmembers to attend tanker operations course at Lundeberg School so they can continue sailing aboard tankers. Secretary also encouraged crew to participate in the Piney Point upgrading program. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew gave vote of thanks to steward department for delicious food throughout voyage. Next port: Boston.

**OVERSEAS ALASKA** (Maritime Overseas), August 14—Chairman **John Kelley**, Secretary **Lincoln Pinn**, Educational Director **Steven Tebbe**, Deck Delegate **James Catlin**, Engine Delegate **Steve Hansford**, Steward Delegate **Frank Martin**. Chairman reminded crewmembers to enroll in tanker operations course at Paul Hall Center. He asked members to keep crew lounge clean and rewind and put away videotapes when finished. He announced payoff date in port of Tacoma, Wash. Educational director urged crew to upgrade as often as possible at Lundeberg School and donate to SPAD. Members commemorated anniversary of Paul Hall's birthday. No beefs or disputed OT reported. Crew thanked galley gang for job well done.

**OVERSEAS MARILYN** (Maritime Overseas), August 6—Chairman **Frank Cottogin**, Secretary **Jose Rivera**, Deck Delegate **Mike Tannehill**, Engine Delegate **W.C. Weekley Sr.**. Chairman announced payoff in Orange, Texas and reminded crewmembers not to leave ship until rooms are cleaned for inspection. Secretary requested additional stores in case of another extended voyage. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew reported drinking water dirty and requested problem be fixed.

**PFC JAMES ANDERSON JR.** (Maersk Lines Ltd.), August 17—Chairman **James Keith Jr.**, Secretary **Marvin James**, Educational Director **Alfred Hannman**, Deck Delegate **Steve Estrela**, Engine Delegate **Steve Cortez**, Steward Delegate **Flo Houquha**. Chairman reported captain commended "outstanding SIU crew" for hard work done during trip. Treasurer announced \$450 in ship's fund. Deck and engine delegates reminded crew to attend tanker operations course at Piney Point. Crew gave vote of thanks to steward department for job well done. Bosun and deck delegate thanked crewmembers for excellent teamwork. Crew told new VCR and TV for lounge will be brought aboard in Jacksonville, Fla.

**SEA-LAND DEVELOPER** (Sea-Land Service), August 9—Chairman **Dana Cella**, Secretary **Frank Sison**, Educational Director

**John Ross**. Chairman and crew discussed situation dealing with flagging-out of five Sea-Land vessels. Chairman reminded crew of importance of donating to SPAD. Treasurer announced \$150 in ship's fund. Deck delegate reported disputed OT. No beefs or disputed OT by engine or steward delegates. Next port: Tacoma, Wash.

**SEA-LAND ENTERPRISE** (Sea-Land Service), August 23—Chairman **Elex Cary Jr.**, Secretary **Julio Roman**, Educational Direc-

**Ray Agbulos**, Educational Director **E.B. Perreira**, Deck Delegate **Nick McKnett**, Engine Delegate **Lonnie Carter**, Steward Delegate **Mercurion Abuan**. Chairman announced annual U.S. Coast Guard inspection. He stressed importance of fire prevention and safety on deck at all times. Educational director reminded crew to donate to SPAD and upgrade at Lundeberg School. No beefs or disputed OT reported. Crew extended vote of thanks to galley gang for job well done. Next port: Long Beach, Calif.

### OMI Missouri: 1st U.S. Ship to Visit Nikolayev



The SIU-crewed OMI Missouri recently became the first American-flag ship to berth in Nikolayev, Russia, where a Russian navy base is located. The photo above, which shows AB Ron Johnson (left) and Radio Officer Ronald Dole, Jr., was taken in nearby Odessa, also part of the former Soviet Union.

tor **R.W. Risbeck**, Deck Delegate **Donald Rezendes**, Engine Delegate **James Spranza**, Steward Delegate **Cesar Lago**. Chairman announced U.S. Coast Guard inspection of ship next trip. Bosun and secretary asked crew to donate to SPAD to keep union strong. Educational director encouraged members to upgrade at Paul Hall Center and give to SPAD. No beefs or disputed OT reported. Crew requested additional washing machine so work and street clothes can be cleaned in separate machines.

**SEA-LAND INDEPENDENCE** (Sea-Land Service), August 6—Chairman **Jose Loureiro**, Secretary **William Bragg**, Educational Director **Lawrence Holbert**, Engine Delegate **Juan Garcia**, Steward Delegate **M. Mohamed**. Chairman advised crew of payoff in Long Beach, Calif. He asked crewmembers to always "work safe" and be cautious of possible hazards. Secretary announced latest news regarding efforts in Congress to pass an Alaskan oil bill, allowing export of Alaskan North Slope oil aboard U.S. tankers. He reminded crew to attend tanker operations course at Paul Hall Center as soon as possible. Educational director asked crew to continue upgrading at Lundeberg School. Treasurer reported \$90 in movie fund and crew voted to purchase new videos in next port. No beefs or disputed OT reported. Steward delegate asked crewmembers to report all injuries and illnesses. Chairman noted repair list to be completed. He thanked galley gang for excellent job. Next port: Kaosiung, Taiwan.

**SEA-LAND INNOVATOR** (Sea-Land Service), August 26—Chairman **John Stout**, Secretary

**SEA-LAND PACIFIC** (Sea-Land Service), August 13—Chairman **Lothar Reck**, Secretary **George Bronson**, Educational Director **Larry Cline**, Deck Delegate **Pamela Taylor**, Engine Delegate **Michael Bautista**, Steward Delegate **Charles Atkins**. Chairman encouraged members to contribute to SPAD to keep union strong. He reminded crewmembers to check with union patrolman and U.S. Customs upon arrival in port. Bosun asked members to keep laundry room and crew lounge clean. He also urged them to clean cabins and have fresh linens ready for next crewmember. Secretary encouraged all members to upgrade at Paul Hall Center and advised cooks to check *Seafarers LOG* for recertified steward course schedule. Educational director suggested crewmembers stay informed on industry happenings. He urged crew to vote in 1996 elections and upgrade skills at Piney Point. Treasurer announced 16 new movies and tape rewriter purchased from ship's fund. No beefs or disputed OT reported. Crew thanked galley gang for job well done. Chairman asked crew to keep new dryer clean and check pants pockets for items before washing or drying. Next port: Tacoma, Wash.

**SEA-LAND PRODUCER** (Sea-Land Service), August 6—Chairman **Jack Edwards**, Secretary **Donna Jean Clemons**, Educational Director **Robert Hamil**, Deck Delegate **Mitchell Santana**, Engine Delegate **Abdul Mohamed**, Steward Delegate **Joseph Laureta**. Chairman announced ship's arrival and departure time from Oakland and Long Beach, Calif. Educational director reminded crewmembers



**Ships Digest**

*Continued from page 15*

now is time to take tanker operations course at Lundeborg School. He advised crew that tanker class is four weeks long for deck and engine departments and lasts two weeks for galley gang members. Treasurer announced \$1,200 in ship's fund and \$55 in crew emergency fund. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew requested that steward department add more meat dishes to menu. Next port: Oakland.

**SEA-LAND TACOMA** (Sea-Land Service), August 2—Chairman **Joe Artis**, Secretary **Harry Lively**, Educational Director **George Ackley**, Deck Delegate **Dominic Brunamonti**, Engine Delegate **Paul Lewis**, Steward Delegate **Patrick Durwin Jr.** Chairman reported no news received concerning telephone service in Kodiak, Alaska. He urged members to attend all union meetings regardless of where held—in union hall or at sea. He noted participation in meetings is very important. Educational director urged all union members to take advantage of upgrading opportunities available at Paul Hall Center. He advised those wishing to continue sailing aboard tankers to attend tanker operations course at the Lundeborg School before year's end. Treasurer announced \$700 in ship's fund. No beefs or disputed OT reported. Crew discussed purchase or building of cabinet for videotapes in lounge area. Chairman reminded crewmembers to keep noise down after hours so

those sleeping can rest. Next port: Tacoma, Wash.

**SEA-LAND TRADER** (Sea-Land Service), August 9—Chairman **Mike Willis**, Secretary **Kevin Dougherty**, Educational Director **Milt Sabin**, Deck Delegate **John Williamson**, Engine Delegate **Brent Johnson**, Steward Delegate **Ken Clark**. Chairman reported vessel scheduled to dock in Tacoma, Wash. on Saturday, August 12. He noted stores will be brought by barge and loaded while vessel is in port. Treasurer announced \$200 in ship's fund. No beefs or disputed OT reported. Crew discussed letter received from union headquarters concerning length of time it takes to get vacation check. Crew asked contracts department to look into developing 401K plan to supplement existing SIU pension plan. Bosun thanked ship's delegates and entire steward department for job very well done. Next port: Tacoma.

**STONEWALL JACKSON** (Waterman Steamship), August 6—Chairman **Eugene Grantham**, Secretary **C.C. Hollings III**, Educational Director **Francis Quebedeaux**, Deck Delegate **William Fielding**, Engine Delegate **Mark Glinka**, Steward Delegate **John Bennett**. Chairman noted payoff upon arrival in port of New Orleans. Secretary reported stores to be received in Morehead City, N.C. Educational director advised crew to upgrade at Paul Hall Center. No beefs or disputed OT reported. Crew requested new TV and thanked galley gang for fine job. Secretary Hollings thanked crew for very nice trip and commended entire crew for working well together.



**Company:** Dial Corporation

**Products made by UIW members:** Brillo steel-wool soap pads, Purex Toss'n Soft scented dryer sheets, Dobie synthetic scouring pads

**UIW members at Dial:** Work as machine operators, technicians, maintenance personnel, packers, warehousemen, tool-makers, batch mixers and wire choppers

**Distribution:** Nationwide

**Facilities:** 250,000 square-foot plant in London, Ohio

**That's a fact:** UIW members at Dial also produce wire-related products used for concrete reinforcement as well as in automobile brake pads

When Seafarers purchase products made and packaged at the Dial Corporation plant in London, Ohio, they not only buy durable cleaning goods, but also put their dollars to work for themselves and their fellow trade unionists. That's because the factory workers at Dial's London plant (which is near Columbus, Ohio) are members of the United Industrial Workers (UIW), a union affiliated with the Seafarers International Union.

The UIW members at Dial take raw materials through the complete manufacturing process, then package the finished products for shipment.

The facility in London has been open since 1921 and has been a UIW shop for nearly 25 years. Four different companies have owned the plant, with Dial taking over in 1985.



UIW member Mike Holton displays products made at the Dial plant in London, Ohio.

**Scholarship Applications Due by April 16, 1996**

Six months remain until April 16, 1996, the deadline for mailing in a completed scholarship application to the Seafarers Welfare Plan.

With the cost of a college education rising each year, the seven scholarships being awarded in 1996 will help members and their families attain their educational goals.

Three of the scholarships are reserved for SIU members (one in the amount of \$15,000 for a four-year grant to a college or university, and two \$6,000 two-year scholarships for study at a vocational school or community college). The other four scholarships will be awarded to spouses and dependent children of Seafarers. Each of these four is a \$15,000 stipend for study at a four-year college or university.

Eligibility requirements are spelled out in a booklet which also contains an application form. To receive a copy of the booklet, fill out the coupon

below and mail it to the Seafarers Welfare Plan. Or pick one up at your nearest SIU hall.

In addition to the application form, a number of other items need to be included in the total application package. These include the applicant's autobiographical statement, a photograph, a certified copy of his or her birth certificate, high school transcripts and certification of graduation or official copy of high school equivalency scores, college transcripts, letters of reference and SAT or ACT score results.

Gathering all the necessary paperwork may take some time, especially since schools often are very slow in handling transcript requests. Applicants also should sign up for the ACT or SAT exam well in advance of the deadline.

Once all the paperwork has been received and the application form is filled out, the entire package should be sent to the Seafarers Welfare Plan **on or before April 15, 1996.**

Please send me the 1996 SIU scholarship program booklet which contains eligibility information, procedures for applying and the application form.

Name \_\_\_\_\_

Book Number \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip Code \_\_\_\_\_

Telephone Number \_\_\_\_\_

This application is for:  Self  Dependent

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

**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.

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

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



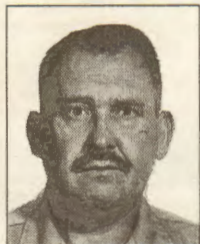
# Final Departures

## DEEP SEA

### GEORGE ERHARDT

Pensioner George Erhardt, 86, died July 4. Brother Erhardt joined the Marine Cooks and Stewards in 1966 in the port of San Francisco, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Born in Switzerland, Brother Erhardt lived in California. He retired in March 1974.

### EDWIN R. HERMANSON

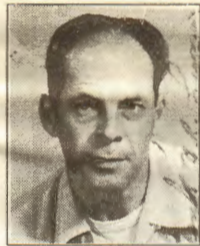


Edwin R. Hermanson, 60, died July 17. A native of Wisconsin, Brother Hermanson joined the SIU in 1967 in the port of San Francisco. He sailed in the deck department. From 1954 to 1957, he served in the U.S. Marine Corps.

### ARTHUR JOHNSON

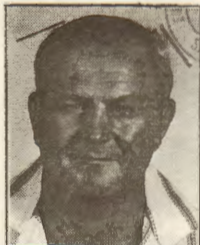
Pensioner Arthur Johnson, 81, passed away May 9. Born in the Philippine Islands, he joined the Marine Cooks and Stewards in 1942, before that union merged with the SIU's AGLIWD. Brother Johnson began receiving his pension in July 1974.

### FRANK LEONARD



Pensioner Frank Leonard, 81, died August 16. The Louisiana native began sailing with the Seafarers in 1947 from the port of Norfolk, Va. Brother Leonard shipped as a member of the deck department. He served in the U.S. Army during World War II. Brother Leonard retired in June 1976.

### HENRY M. MURRANKA



Pensioner Henry M. Murranka, 78, passed away August 18. He started his career with the SIU in 1944 in the port of Galveston, Texas. Brother Murranka sailed in the deck department. He began receiving his pension in September 1979.

### JOSEPH H. NELSON



Joseph H. Nelson, 51, died June 28. The Louisiana native began sailing with the Seafarers in 1968 from the port of

New York. Brother Nelson sailed in the steward department. He served in the U.S. Army from 1968 to 1969.

### LOUIS OCHS

Pensioner Louis Ochs, 83, passed away June 29. Brother Ochs joined the Marine Cooks and Stewards around 1950 before

that union merged with the SIU's AGLIWD. He began receiving his pension in October 1972.

### DANIEL PALMERONE

Pensioner Daniel Palmerone, 68, died May 29. A native of New York, he joined the Marine Cooks and Stewards in 1957 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Palmerone shipped primarily with American President Lines and last sailed as a master chef. He retired in December 1973.

### EFTHIMIOS A. PAPPAS



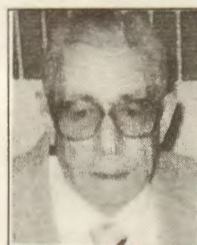
Pensioner Efthimios A. Pappas, 69, passed away August 29. Born in New Jersey, he started his career with the Seafarers in 1955 in the port of New York. Brother Pappas was a member of the steward department, last sailing as a chief cook. From 1949 to 1950, he served in the U.S. Army. Brother Pappas retired in September 1988.

### WILLIAM PETERSON



William Peterson, 26, died February 24. Brother Peterson graduated from the Lundeberg School's entry level program for seamen in 1990 and joined the SIU in the port of Piney Point, Md. The Alabama native shipped as a member of the steward department.

### JOSEPH A. RUSHEED



Pensioner Joseph A. Rusheed, 76, passed away July 12. Brother Rusheed started his career with the Seafarers in 1941 in the port of Mobile, Ala. The Alabama native sailed in the deck department. Brother Rusheed lived in Nevada and began receiving his pension in January 1985.

### ANDRES SUAREZ

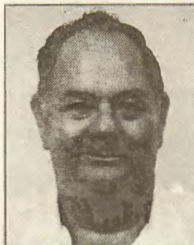


Andres Suarez, 54, died August 3. Born in Puerto Rico, he started his career with the SIU in 1971 in the port of New York. Brother Suarez sailed in all departments—engine, steward and deck—and upgraded frequently at the Lundeberg School.

### CHARLES O. WEBB

Pensioner Charles O. Webb, 67, died July 4. Brother Webb began his sailing career with the Marine Cooks and Stewards in the port of San Francisco, before that union merged with the SIU's AGLIWD. He began receiving his pension in May 1975.

## CLAYTON TARVER



Pensioner Clayton Tarver, 69, passed away June 17. A native of Louisiana, he joined the union in 1957 in the

port of Houston. The steward department member started sailing in the inland division and later transferred his membership to the deep sea division. From 1943 to 1946, he served in the U.S. Coast Guard. Brother Tarver retired in September 1984.

## GILMAN E. WILKINS



Gilman E. Wilkins, 51, passed away June 6. Born in Virginia, he started his career with the Seafarers in 1968 in the port of

New York. Brother Wilkins sailed as a member of the engine department.

## THEODORE WILSON

Pensioner Theodore Wilson, 90, died August 7. He joined the Marine Cooks and Stewards in the 1940s, before that union merged with the SIU's AGLIWD. Brother Wilson retired in December 1966.

## INLAND

### DELMAS A. CORNELIUS



Pensioner Delmas A. Cornelius, 80, died July 19. Born in North Carolina, he joined the SIU in 1960 in the port of

Norfolk, Va. As a member of the deck department, Boatman Cornelius advanced through the ranks from tankerman to captain. He retired in February 1979.

### JACK FRENCH



Pensioner Jack French, 88, passed away August 3. Boatman French started his career with the union in 1946 in the

port of Houston. The Texas native sailed as a member of the engine department and began receiving his pension in March 1973.

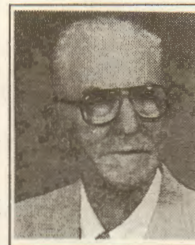
### LENNARD E. FULLER SR



Pensioner Lennard E. Fuller Sr., 80, died July 17. He began his sailing career with the SIU in 1957 in the port of

Houston. Boatman Fuller was a member of the deck department, last sailing as a tugboat captain. Born in Texas, he retired in August 1986.

## RAYMOND H. RICKARDS



Pensioner Raymond H. Rickards, 84, died August 1. A native of Pennsylvania, he joined the Seafarers in 1961 in the

port of Philadelphia. A member of the deck department, Boatman Rickards last sailed as a captain. He began receiving his pension in June 1976.

## ADAM A. WENCLEWICZ



Pensioner Adam A. Wenclewicz, 72, passed away June 6. Born in Pennsylvania, he joined the Seafarers in 1961 in the

port of Philadelphia. Boatman Wenclewicz sailed in the deck department and shipped primarily with aboard Curtis Bay Towing vessels. From 1943 to 1945, he served in the U.S. Army. Boatman Wenclewicz began receiving his pension in October 1980.

## EMORY L. WHIDBEE

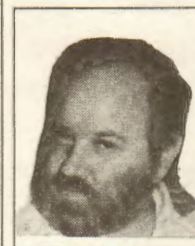


Pensioner Emory L. Whidbee, 69, died June 5. He joined the SIU in 1962 in the port of Norfolk, Va. The North Carolina na-

tive sailed in the steward department and attended an educational conference at the Lundeberg School in 1978. From 1944 to 1946, he served in the U.S. Navy. Boatman Whidbee retired in August 1982.

## GREAT LAKES

### DONALD D. MENTER



Pensioner Donald D. Menter, 59, began his sailing career with the Seafarers in 1961 in the port of Sault Ste. Marie, Mich. The New York native shipped in the engine department and began receiving his pension in December 1990.

## ATLANTIC FISHERMEN

### JOSEPH PARISI



Pensioner Joseph Parisi, 88, passed away August 8. Brother Parisi started his career in the 1930s in the port of Gloucester as a charter member of the Atlantic Fishermen's Union. He shipped in the deck department and received the mariners medal for his part in the 1963 rescue of the *St. Nicholas* fishing vessel. Born in Italy, he made his home in Gloucester. He retired in January 1972.

## NOTICE TO SEAFARERS WHO HAVE SAILED ABOARD IOM VESSELS

The following members are urged to contact Interocean Management Corporation (IOM) to claim outstanding checks which are being held for them. All Seafarers listed below should contact Linda D. Holmes at IOM at (609) 770-5637.

Abobaker, Mohamed  
Aldridge, Larry L.  
Alexander, Matthew  
Arnold, Krista  
Baldwin, Walter C.  
Barrineau, William O.  
Blunt, Castel  
Boyce, Jerry  
Cintorino, Fred  
Clear, Taylor  
Collier, Herbert  
Danao, Norman F.  
Davis, Envie  
Dinos, Dennis  
Dowdell, Thomas  
Dunn, Matthew  
Eldridge, Thomas  
Ewing, Larry  
Faller, Kenneth J.  
Flynn, James  
Foster, Stephen R.  
Garrett, Samuel  
Greenwood, Andrew  
Hargrave, Scott C.  
Harkleroad, Roger J.  
Harris, Marjorie  
Hernandez, Raul  
Hines, Alice  
Holle, Alan  
Irons, Rodney  
Jackson, John  
Johnson, Joseph  
Leathers, Gary E.  
Libby, Jeffrey  
Louw, Marius  
MacGregor, Thomas M.  
Manandic, Jose

McIntyre, Charles S.  
Mohamed, Munassar  
Moore, Sean  
Muellersman, Paul  
Ngo, Luong  
Pak, Errol F.  
Peddell, Peter  
Pennick, John D.  
Perham, Stephen J.  
Phelps, Robert  
Phillips, John H.  
Richardson, Mark  
Rivera, Jose  
Rodriguez, Jesus  
Rolon, Rosario  
Saari, Timothy  
Scruggs, D'Vaughn  
Sims, Ray F.  
Skidmore, Mark M.  
Sleeper, Rebecca J.  
Smith, David W.  
Smith, Teddy H.  
Stephens, Joseph W. Jr.  
Sykes, Lonzell  
Tomgren, George C.  
Warren, Michael A.  
Weirauch, Jon N.  
Werner, Claiborne B.  
Whitehouse, Joel V.  
Williams, James  
Williams, Michael  
Williams, Washington H. Jr.  
Woods, William  
Worrell, Robert J.  
Zindani, Mutee  
Zoubantis, Apostolie E.



# Lundeberg School Graduating Classes



**Trainee Lifeboat Class 540**—Graduating from trainee lifeboat class 540 are (from left, kneeling) Kenyon Borage, Angel Gonzalez, Terry Gilliland, Nathaniel Martin, (second row) Jeff Swanson (instructor), Jason McElhaney, Karl Kirkland, Richard Russell, Patrick Cazaubon, Frank Cottongin III and Nicholas Joyce.



**Power Plant Maintenance**—Completing the power plant maintenance course on August 9 are (from left, kneeling) Neil Carter, Jesus Pilare, (second row) David St. Onge, Brian Sengelaub, Dan Holden (instructor) and Joseph Jay Arnold.



**Chief Cook**—Marking their completion on September 6 from the chief cook class are (from left) Carmelo de La Cruz, Amanda Suncin, Nelson Morales, Thomas Milovich, Donald Dilley and Richard Casuga. Not pictured is Pamela



**Chief Steward**—Upgrading to chief steward on September 6 are (from left) James Bennefield, Karen Denney, John Venables, Gloria Holmes and Terry Magno.



**Marine Electrical Maintenance I**—Completing the curriculum on September 7 are (from left, front row) Biko Hasan, Stephen Walters, Jose Rodriguez, (second row) Mark Jones (instructor), Gary Dahl, William Behan and Ken Stratton.



**Cook and Baker**—Seafarers completing the cook and baker class on September 6 are (from left) Isabel Sabio, Neville Hughes, Jaime Racpan, (second row) Eric Van Benthuyzen, Wadsworth Jarrell and Mario Ramiro.



**Upgraders Lifeboat**—Certificates of training were received by the July 20 class of upgraders. They are (from left, kneeling) Salvadore Abreu, Mariann Harris, Don Stringer, Alaa Embaby, Kurt Benjamin, Joseph Grandinetti, James Crisler, (second row) Luis A. Gamez, Eric Gogue, Levi Rollins, James Storm, Simeon Rivas, Porfirio Alvarez, Ralph Morgan, Joel Trotter, Troy Gruber (instructor), (third row) Joaquin Martinez, Lee BoHannon, Biko Hasan and Tyrone Trotman.



**Crane Maintenance**—Graduating from the dockside crane maintenance class on August 9 are (from left, kneeling) Willie Lee Lindsey, Van X. Pham, Peter Fried, Thomas Hartman, (second row) Eric Malzkuhn (instructor), Steven Suess, Donald Wroten, Paul Keffer, Eddie Almodovar and Miles Black.



**Tankerman Operations**—SIU members completing the tankerman operations course on August 9 are (from left, front row) Levi Rollins, Israel Rivera, John Nelson, Michael Eaton, Claudio Romano, Billy Hill Sr., Joel Trotter, (second row) Scott Snodgrass, Michael Rueter, Salvatore Gilardi, Mark Blom, Eric Martinez, Patrick Carroll, Stephen Dearborn, Jerry Smith, Ben Cusic (instructor), Richard Gracey, (third row) Ross Himebauch, Edward Krebs, Sal Monella, Ramadan Elmobydy, Frank Footer, John Nichols, Wilfredo Velez, William Beatty Jr., (fourth row) Dale Kirsch Jr., Craig Perry, Elieser Montalvo, Brad Haines, Patrick Corless and James Shepherd.



## LUNDEBERG SCHOOL 1995 - 1996 UPGRADING COURSE SCHEDULE

The following is the schedule for classes beginning between October and December 1995—as well as some courses proposed for January, February and March of 1996—at the Seafarers Harry Lundeberg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve job skills of Seafarers and to promote the American maritime industry.

Please note that 1996 courses listed here are tentative and do not include all classes planned for this period. Future issues of the LOG will carry a more complete listing for next year's upgrading classes.

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

Please note that students should check in the *Saturday before* their course's start date. The courses listed here will begin promptly on the morning of the start dates.

### Deck Upgrading Courses

Course	Start Date	Date of Completion
Bridge Management (Shiphandling)	October 9	October 20
Celestial Navigation	November 6	December 15
Limited License/License Prep.	September 25	November 3
Radar Observer/Unlimited	October 2 March 18	October 6 March 22
Third Mate	January 29	May 17

### Safety Specialty Courses

Course	Start Date	Date of Completion
Oil Spill Safety Recertification	October 19	October 19
Sealift Operations and Maintenance	October 9	November 3
Tanker Operations	October 9 November 6 November 20 January 8	November 3 December 1 December 15 February 2

### Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	October 2	November 6

### Steward Upgrading Courses

Course	Start Date	Date of Completion
Assistant Cook/Cook and Baker, Chief Cook, Chief Steward	November 3	January 26

### Engine Upgrading Courses

Course	Start Date	Date of Completion
QMED	January 15	March 31
Welding	October 23 March 18	November 17 April 12
Marine Electrical Maintenance I	March 18	April 26
Diesel Engine Technology	October 9 March 18	November 3 April 12
Fireman/Watertender & Oiler	October 2	December 15
Power Plant Maintenance	February 5	March 15

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

### Inland Courses

Course	Start Date	Date of Completion
Deck Inland	October 23	November 3
Designated Duty Engineer/ Limited License/License Prep.	November 13	November 24
Radar Observer/Inland	November 6	November 10
Engine Room Familiarization	January 8	January 19

### NOTICE TO SEAFARERS

This schedule includes a tentative list of classes for the first three months of 1996. The Lundeberg School is in the process of finalizing its complete course schedule for next year. As soon as the dates are secured, the schedule will appear in upcoming issues of the Seafarers LOG.

Meanwhile, members with any questions regarding future courses may call the school's admissions office at (301) 994-0010, ext. 5202.

## UPGRADING APPLICATION

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
(Last) (First) (Middle)  
(Street)  
(City) (State) (Zip Code)  
 Telephone \_\_\_\_\_ Date of Birth \_\_\_\_\_  
(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 \_\_\_\_\_

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

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





### Holiday Greetings Via the LOG

Where will you be for the holiday season? Whether at sea or ashore, Seafarers and their families can send holiday messages to their friends and loved ones through the LOG. See page 7.

## Matthiesen Seamen Save Sailboat Crew 'Brotherhood of the Sea' Thanked for Immediate Response

Seafarers aboard the *Richard G. Matthiesen* battled 15-foot seas and 30-knot winds to come to the aid of a distressed sailboat crew whose risk of sinking in the turbulent Mediterranean Sea seemed imminent.

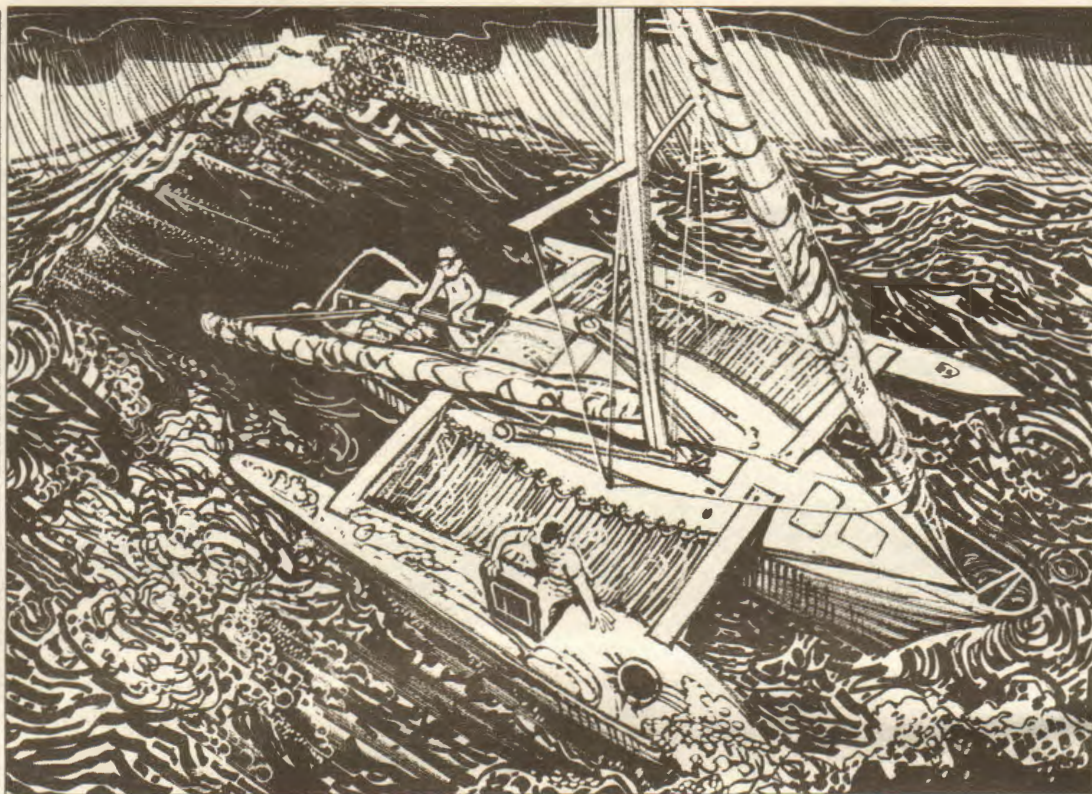
On July 8, the *Matthiesen* was en route to Thule, Greenland from St. Theodore, Greece when Captain Severin Samuelson picked up a distress call from the 37-foot sailboat *Rapa*. The two-person crew of the badly damaged trimaran was requesting help to repair their starboard hull, which had filled with water after the safety hatch was ripped off by the violent wind and waves.

"We are alive and unharmed today to write you this letter, thanks to the captain and crew of the *Richard G. Matthiesen*," the couple from Minneapolis wrote in a letter to Ocean Shipholding, Inc., which operates the *Matthiesen*.

On July 7, Judi Milton and Eugene Baker Jr. departed Mallorca in the Balearic Islands (located east of the Spanish coast) and were sailing across the Mediterranean Sea for Tunisia.

Due to tumultuous weather, the *Rapa* crew decided to tie down their main sail to reduce the amount of canvas exposed to the brutal winds. Not long after the change of sails, Milton and Baker "felt something different" in the way their boat was handling. They realized that the safety hatch had disappeared and the starboard hull was flooding. Within seconds, it was filled with sea water and the *Rapa* began listing severely.

Milton and Baker were able to maneuver the *Rapa* windward to reduce the chances of the sailboat immediately capsizing. However, they were in need of help and put out a dis-



The sailors aboard the badly damaged trimaran *Rapa* sent out a distress call requesting help to repair their starboard hull, which had filled with water after the safety hatch was ripped off by violent winds and waves.

stress call.

"We thought that if the weather did not worsen and the boat did not break up under the enormous stresses, we could hold on and wait for help. However, no offers were immediately forthcoming, and we were beginning to think we would have to abandon the *Rapa* in favor of our lives," the two wrote.

Meanwhile, 50 miles southeast of the foundering sailboat, the *Matthiesen* picked up the distress signal and began preliminary measures to assist the *Rapa*.

### Matthiesen to the Rescue

Once notified by the captain, Bosun Harry Johns and mem-

bers of the deck department began immediate preparations for an emergency rescue operation.

"We didn't know what to expect at first because the captain told us we were going in to assist a small craft that had been badly damaged in the rough seas," recalled the bosun. "However, the weather conditions were so horrible that we were doubtful we'd find the crew still in their vessel. We got out all of our rescue equipment in case we had to get anyone out of the water," Johns noted.

"The ship's crewmembers kept in constant communication with us, and were calm, warm and professional as they neared," recalled Milton. "In the meantime, while I was warm and dry on the radio, Eugene was safety-strapped to the shrouds, chest-deep in breaking waves trying to crawl out to the opening—well underwater—to fit a [plastic] pitcher we had found to fit the round hole."

With the *Matthiesen* not yet on the scene and with the increasingly unfavorable weather conditions, Milton and Baker launched their inflatable life raft, gathered the emergency radio beacon, flares, life jackets and other emergency supplies and prepared to abandon ship.

About three-and-a-half hours after initial contact with the tanker, Milton and Baker spotted the *Matthiesen* on their radar screen.

The *Matthiesen* was approximately three nautical miles from the *Rapa* when Captain Samuelson spotted them and

reassured the two sailors by radio that it would not be long before help arrived.

Worried about damaging the sailboat's badly listing mast by coming in close to the windward side of the boat, the captain circled the *Rapa* to determine the next move.

Bosun Johns and the deck crew were ordered to stand by in order to secure and aid the *Rapa* as necessary.

"We cannot describe how huge and unwieldy one of your ships looks from four feet off the water. The *Matthiesen* put herself to windward of us, offering a welcome wind/wave break and then, in reverse, nudged its bow to gently meet ours," recalled Milton.

Bosun Johns threw lines down to the *Rapa*, and deck department members hand-secured them to avoid ripping out the sailboat's deck cleats. Other members of the deck crew were holding a rolled-up fire hose on a rope to keep the *Rapa*'s port bow from scraping the hull of the *Matthiesen*.

A pilot ladder was dropped by the bosun, and Chief Engineer Peter Gorman went down onto the damaged sailboat with water pumps, hoses and rags.

With Baker, he began the pump-out operation. After approximately 30 minutes, the hull began rising out of the water, and the entire crew cheered from the *Matthiesen*'s deck above.

"All crewmembers were working and watching out for our safety and calmed me [by

radio] by asking questions about our travels and other conversational topics. This did much to 'normalize' what moments ago had been a desperate situation," recalled Milton.

Once the hull was cleared of sea water and again on the lines, First Assistant Engineer Andrew Hayden climbed down into the sailboat with a round metal plate and the tools and sealants required to repair the area where the safety hatch had been.

"The repairs were made quickly and efficiently, and the *Rapa* crew was very thankful," recalled Johns.

"We were all glad to see a happy ending to what might have been a disaster. If we hadn't arrived when we did, they would have never saved their boat. In fact, if we had arrived any later, we would have had to pluck them from the sea, if they could have survived," he said.

### Thankful *Rapa* Sails On

A quick survey was done of the condition of the *Rapa* to ensure it was seaworthy before the *Matthiesen* continued its journey to Greenland.

The *Matthiesen* crew left a rotary hand pump, the remainder of the sealant and a large bag of rags on board the *Rapa* in case of further problems. Chief Steward Dante Slack offered the *Rapa* crew fresh food and water for their journey.

Captain Samuelson provided the *Rapa* with an updated weather fax to further advise them of dangerous sea conditions. He warned Milton and Baker that, once clear of the ship, sea conditions would be worse than before.

However, the *Rapa* safely returned to the Balearic Islands 24 hours after the rescue. The *Matthiesen* kept radio contact with the *Rapa* crew until they disappeared on the horizon.

"The weather continued rough for another day-and-a-half, and we know the boat could not have survived the seas if not for the captain and crew of the *Richard G. Matthiesen* who decided to divert and rescue us. It was something that would be easy to ignore, hoping someone else would go through the trouble to save our lives and our boat.

"Congratulations on having in your employ such a responsible and skilled captain and crew aboard the *Matthiesen*. You are in good hands as well," concluded the grateful *Rapa* crew.



The *Richard G. Matthiesen* was on its way from Greece to Greenland when it picked up a distress call from the *Rapa*, off the coast of Mallorca.