

SEAFARERS LOG

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March 1995

Senator Trent Lott:

“I want a U.S.-flag fleet, manned by American crews, and U.S. ships built by American labor.”

Speaking to an executive board meeting of the AFL-CIO Maritime Trades Department, Senate Majority Whip Trent Lott expressed concern about the status of the American merchant marine and outlined his goals for improvement. Page 3.



Maersk Flags 2 Ships Under 'Stars & Stripes'

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Clinton Proposed 1996 Budget Funds U.S. Ship Program

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President's Report

A Fight for Job Security

Last month, Sea-Land was granted permission by the Maritime Administration to haul down the American flag on five of the company's ships, replacing it with the Marshall



Michael Sacco

Islands label. After MarAd gave Sea-Land the chance to reflag, no sooner could one blink than the company was laying up its vessels, anxious to not miss a minute before it could put foreign crewmembers aboard and escape the regulations of the United States.

Inssofar as the SIU is concerned, the approval by the Maritime Administration of the transfer of five Sea-Land ships to Marshall Islands registry is a

decision that is contrary to the national interest. In 1993 and 1994, the U.S. government did not allow the reflagging of any American-flag ships. Instead, all efforts were concentrated on getting a new maritime program through Congress and signed into law by the president.

While a bill did not pass in 1994, it was only a parliamentary maneuver that held it up. The legislation to fund some 50 U.S.-flag containerships for 10

years clearly had the support of the majority of legislators in both the House and Senate. And while a new Congress was elected in the November general elections, there is no reason to believe that this diminishes the chances of passage of a similar piece of legislation in 1995. In fact, support for a strong U.S.-flag fleet has always been a bipartisan issue.

So you could say the decision on the part of MarAd to allow five U.S.-flag Sea-Land ships to go foreign was not only premature, but unnecessary. Neither Sea-Land, nor MarAd allowed the 104th session of Congress a chance to pass a maritime revitalization bill.

Let me talk about another aspect of this reflagging business—Sea-Land's anxiousness to get these ships operating

under foreign flag and its willingness to in a heartbeat toss over its American crews and its American identity.

The union does not intend to allow the company to forget its obligations to the nation and the men and women who have operated its ships. Seafarers and the other crewmembers who have worked on Sea-Land ships for the past few decades have built a equity in the company that cannot be measured in a few dollars and cents. We consider ourselves shareholders in Sea-Land, with as much a claim to the future of the company of any investor.

Over the days and weeks and months ahead, the SIU will be calling on its members to assist in its engagement with Sea-Land. I am sure the men and women of the SIU are up to the test. After all, it is our job security that is at stake.

SIU: Exporting Alaska Oil On American-Flag Vessels Promotes U.S. Tanker Fleet

The SIU outlined its position in favor of the export of Alaskan North Slope (ANS) crude oil during a hearing before the Senate Energy and Natural Resources Committee on March 1.

The committee was taking testimony on the Alaska Power Administration Sale Act (S. 395), which includes legislation to end the ban on the sale of Alaskan oil to overseas markets provided the petroleum is carried aboard U.S.-flag tankers. The bill was introduced by Senators Frank Murkowski (R-Alaska), chairman of committee, and Ted Stevens (R-Alaska).

Presenting the union's case at the hearing was SIU President Michael Sacco, who told the senators that lifting the 22-year ban would provide jobs for American seafarers and keep the U.S.-flag independent tanker fleet operating.

"At present, much of the independent tanker fleet is in layup or headed for the scrap heap," Sacco informed the committee. "When tankers sit idle, so do our men and women."

"Once converted to razor blades, tankers no longer provide any employment opportunities. Once destroyed, the vessels, and their crews, are no longer available in time of national emergency."

Sacco pointed out that several

studies on the export sale of Alaskan North Slope oil have noted that the United States would see increased federal and state revenues. He said a Congressional Budget Office report listed the figure of nearly \$60 million over five years, while the Department of Energy projects as much as \$180 million depending on the future price of oil.

"Neither of these estimates includes the increased tax revenues likely to flow from the jobs being created," he added.

Until last year, the union had been in favor of the export ban since it was implemented during the Arab oil embargo of 1973 because the oil would have been carried on foreign-flag tankers, Sacco stated.

"Had they been authorized, those exports would have led to the destruction of the nation's independent tanker fleet and caused a catastrophic loss of jobs for our members. Our nation would have suffered the loss of a militarily useful fleet essential to national defense."

However, the union changed its position last year following discussions with SIU-contracted tanker operators who pointed out that the decline in North Slope production "would prematurely lead to the scrapping of vessels in the Alaskan trade."



The U.S.-flag tanker fleet must carry exported Alaska oil, Sacco says.

Sacco referred to the Clinton administration's support for the bill, which was announced earlier in the hearing by William H. White, the deputy secretary for the Energy Department.

In prepared testimony presented to the committee, White stated, "All ANS oil must be exported in U.S.-flagged and U.S.-crewed vessels. Legislation must provide substantial protection of seafarer employment opportunities for American workers."

White outlined other reasons for the White House to support the bill. Among them are the president's ability to reinstate the ban in the event of a national emergency, assurance that crude oil supplies will be accessible at world market prices and a review that environmental laws will be observed before any oil is exported.

Also testifying before the committee were U.S. Representatives Bill Thomas (R-Calif.), who is sponsoring a similar bill (HR 70) in the House, Lt. Governor Fran Ulmer of Alaska as well as representatives from oil companies and refineries, state and local governmental bodies and the maritime industry.

No date for further action on S. 395 was announced by the committee. However, it is expected to mark up the bill for consideration by the full Senate before summer.

Clinton 1996 Budget Earmarks Funds For U.S. Shipping

The Clinton administration has proposed a new 10-year, \$1 billion maritime revitalization program that will help fund 50 U.S. containerships as part of the Fiscal Year 1996 Department of Transportation (DOT) budget.

The money for the program is part of a \$309 million request to fund the Maritime Administration (MarAd), an agency within DOT that oversees matters concerning U.S. shipping.

The proposal differs from the legislation offered last year in that the \$100 million being considered for FY '96 would come straight from the DOT budget. In the measure that passed the House of Representatives but died in the Senate last year, DOT sought to tonnage fees on vessels entering U.S. ports.

As outlined when the budget was released on February 6, the funding would provide \$2.5 million per ship per year through the 1998 fiscal year. This would provide funds for up to 40 vessels. The package then would offer \$2 million per ship per year through FY 2005 for up to 50 vessels.

Like last year's legislation, the proposed maritime revitalization

program calls for those operators receiving funding to keep their ships active in the international commercial trades. The vessels would be made available to the Department of Defense in times of war or national emergency.

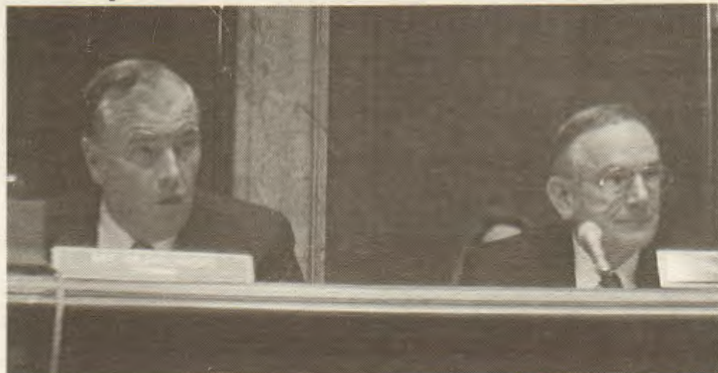
The MarAd budget also includes \$52 million for the shipbuilding loan guarantee program, known as Title XI. This appropriation would support up to \$1 billion to build ships in American yards for both U.S.- and foreign-flag vessels.

The FY '96 budget calls for \$359 million from the Defense Department for the Ready Reserve Force (RRF) fleet. MarAd will continue to manage the RRF vessels.

The funds for the RRF will allow for the purchase of additional vessels, ship activations and deactivations to test readiness, vessel maintenance and operations.

The Clinton budget also requested \$32 million for operation of the U.S. Merchant Marine Academy in Kings Point, N.Y.

Overall, the administration submitted to the Congress a \$1.6 trillion budget for operating the federal government.



Listening to testimony on lifting the export ban on Alaskan oil are, from left, Senator Frank Murkowski (R-Alaska), chairman of the Energy and Natural Resources Committee, and Senator J. Bennett Johnston (D-La.), the ranking minority party member.

Maritime's Status Is Unclear In DOT Reorganization Plan

A complicated reorganization plan for the Department of Transportation (DOT) would eliminate the Maritime Administration (MarAd) and place its functions into one of three proposed, consolidated agencies.

As detailed by Transportation Secretary Federico Peña on February 2, DOT would reduce its present 10 agencies into three: Intermodal, Coast Guard and Aviation.

It appears the plan proposes that the functions handled by MarAd, including the Ready Reserve Force, cargo preference

program supervision and Title XI shipbuilding loan guarantees, would fall under the proposed intermodal agency. This new agency also would deal with surface transportation such as rail and highways as well as their safety and special programs that handle pipelines and hazardous materials.

The SIU's response to the plan was cool. Upon hearing Peña outline, the union issued the following statement: "At first glance, the plan looks like something cooked up by academics with very little thought as to how

things really work. The plan itself is confusing. It is not clear where maritime stands, if it stands at all. The SIU will seek more details that will allow a determination as the value of the plan."

Most of the changes outlined by Secretary Peña will require congressional approval before they can be implemented on October 1 when the 1996 fiscal year begins. Peña stated many items have to be worked out before such legislation is presented to the legislators.

The new Coast Guard agency is expected to include functions it held before like marine law enforcement, maritime safety and marine environmental protection as well as national military security functions.

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Lott Details Agenda for A Strong U.S. Fleet

Senate Majority Whip Trent Lott (R-Miss.) pledged to vigorously work for a strong U.S. shipping and shipbuilding capability in an address to the executive board of the AFL-CIO Maritime Trades Department (MTD).

Speaking on February 17 to representatives of the MTD's 42 affiliated unions and 28 area port councils, Lott said, "I want a U.S.-flag fleet manned by American crews, and U.S. ships built by American labor."

Lott, whose Senate position places him directly behind the majority leader in the chamber's hierarchy and who thus holds the second highest position in the Senate, outlined a number of legislative goals that he has for the 104th Congress, which is dominated by a Republican majority in both chambers.

Noting that nothing less than America's national security is at stake, Lott, who also chairs the Senate Subcommittee on Surface Transportation and Merchant Marine, said he intends to work to pass a bill that provides funds to U.S. liner companies in exchange for allowing their vessels to be available for defense purposes. He expressed hope that the nation's cargo preference laws (which allocate a percentage of American government generated

cargoes to U.S.-flag carriers) can be maintained and that the Congress will enact initiatives designed to put U.S. shipbuilding on equal footing with its foreign competitors.

The Mississippi senator, who served in the House of Representatives from 1973 until his election to the Senate in 1988, also said he would look for ways to improve the job government does in regulating shipping, but he opposed simply tossing out agencies, such as the Federal Maritime Commission and the Maritime Administration, that have proved their value in the past.

Passing a U.S. Ship Bill

The chances of passing a maritime revitalization plan are good, Lott said. Admitting that "last year, our efforts to pass maritime reform became entangled in the tonnage fee question" and that a procedural move thwarted passage of the shipping revitalization bill, Lott said it was time to try again.

The administration's budget proposal of \$100 million to fund U.S.-flag ships in Fiscal Year 1996 and similar amounts over the following nine years is a good start, Lott said. "I think the administration has come up with something we can work with."

SIU Vows to Fight Reflagging Move Of Sea-Land Co.

The SIU will fight the transfer of five U.S.-flag ships to foreign registry by Sea-Land Services, Inc. by whatever means are available, the union's president said in response to a notification by the company that the five vessels will be reflagged between February 23 and April 12.

SIU President Michael Sacco said the union "will use every means available to prevent this move that is inimical to the national interest."

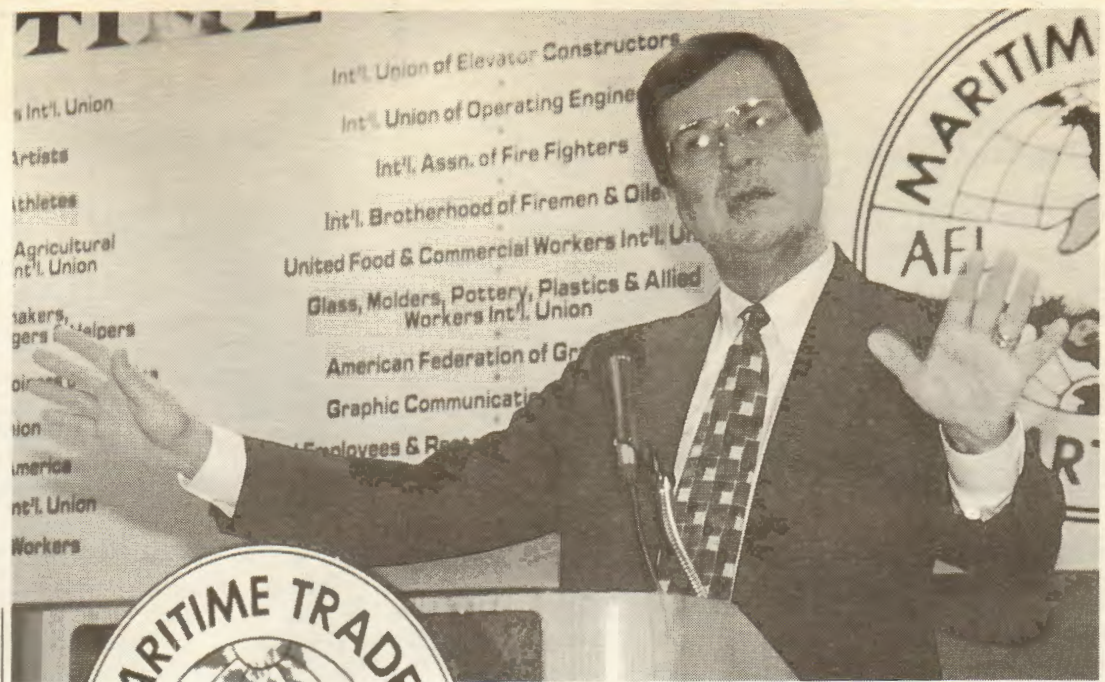
Sea-Land's original request, filed in June 1993 to the Maritime Administration (MarAd), sought approval for the transfer of 13 of its U.S.-flag containerships to foreign flags. (Under U.S. law, MarAd is required to approve such transfers under Section 9 of the Merchant Marine Act of 1916 as amended.) But because the Congress was considering a maritime revitalization program proposed by the administration

that year and in 1994, the Maritime Administration did not immediately act on the application.

In November 1994, Sea-Land once again petitioned MarAd, a Department of Transportation agency, to allow the company to reflag five of its vessels—three SL-31 class ships and two D9Js.

On February 14, the Maritime Administration (MarAd) approved the removal of five Sea-Land vessels from U.S. registry—the *Sea-Land Freedom*, *Sea-Land Mariner*, *Sea-Land Pride*, *Sea-Land Motivator* and *Sea-Land Value*.

The government agency announced that Sea-Land, which is a subsidiary of the Richmond, Va.-based CSX Corp., had been given permission to transfer the five ships to Marshall Islands registry.



It is time to try again to get a U.S. ship program through the Congress, Senator Trent Lott (R-Miss.) tells the executive board of the AFL-CIO Maritime Trades Department. Lott, who serves as the Senate majority whip, also tells the assembled unionists that cargo preference programs must be maintained.

Because it is vital that U.S.-flag vessels have a "semi-level playing field" against foreign carriers receiving "all kinds" of subsidies, Lott said, "I'll be working with the administration . . . to keep that operating differential in place."

Cargo Preference Stays

The senator, a son of a union pipefitter, said he was aware of efforts in the Senate to kill cargo preference laws, which require that 100 percent of defense supplies, 75 percent of donated food aid and 50 percent of other

government-impelled cargoes be transported on U.S.-flag vessels.

Lott announced that he was holding meetings with other pro-cargo preference Republican senators like Kay Bailey Hutchison (R-Texas), Ted Stevens (R-Alaska), William S. Cohen (R-Maine) and Thad Cochran (R-Miss.). Additionally, he said he had talked with Barbara A. Mikulski (D-Md.) and John Breaux (D-La.) because "we're going to work together across the aisle in a bipartisan way to support cargo preference."

Referring to the strong opposi-

tion of certain farm-state senators and agricultural groups to the application of cargo preference laws to government-donated food products to poorer nations, Lott said, "I think it's a big mistake when we allow the maritime industry and agriculture in America to be competitors.

"If we work together, we can carry [American-grown grain] on [U.S.-flag] ships, built in America and crewed by Americans," Lott said. "But we've got to work together to do that."

Continued on page 8

Passage of Maritime Revitalization Bill Is Top Priority for White House: DOT

Maritime Administrator Albert J. Herberger renewed the Clinton administration's call for passage of maritime revitalization legislation during an appearance before the annual meeting of the AFL-CIO Maritime Trades Department (MTD) executive board last month.

Joining Herberger at the two-day gathering was Morton L. Downey, deputy secretary for the Department of Transportation. Downey, the number two man at the department, told the representatives of the national and international unions representing 8.5 million workers that maritime revitalization is still Transportation Secretary Federico Peña's "number one priority on the legislative front."

The Clinton administration proposed within the department's Fiscal Year 1996 budget a 10-year, \$1 billion effort to fund approximately 50 U.S.-flag containerships. (See article on page 2.) Such a program was passed overwhelmingly by the House of Representatives last year but died in the Senate when it was blocked from consideration by a parliamentary move.

Hurdles Cleared

Downey noted that the administration has "taken some of the hurdles out of the way in terms of the way it was stopped last year."

Herberger, who heads the Department of Transportation agency that deals with matters concerning U.S. shipping, said the use of tonnage fees to raise funds in the legislation last year "drew opposition from many

quarters that normally supported maritime initiatives."

He pointed out that the \$100 million being sought for Fiscal Year 1996 to fund the program "will come directly from the Department of Transportation budget.

"We believe this change in direction from last year's course will be supported by both the House and Senate. Our support in Congress has not waned."

Downey added, "We have full support from the White House to get this done, and we think it is the year that we can get it done."

Security Need Cited

Herberger said the need for a strong U.S.-flag fleet is "crucial to our national security.

"A modern U.S. merchant fleet provides vital sealift capability for military engagement and other national emergencies in the most efficient way possible, and strengthens the U.S. presence in international trade. Unless action is taken to revitalize U.S.-flag operations, the United States could become wholly dependent on foreign-flag ships to carry U.S. exports and imports.

"Without a U.S.-flag fleet, would we be able to negotiate from strength with our trading partners, or will our bargaining power be severely diminished? I suspect the latter."

The maritime administrator pledged to continue the effort to transform U.S. shipyards from producing primarily military vessels to building ships that will be



Outlining the administration's proposals for the U.S.-flag fleet to the MTD board is Maritime Administrator Albert Herberger.

competitive in the international commercial marketplace.

Support for Shipyards

"We have heard that our labor rates cannot compete with foreign shipbuilders," Herberger stated. "However, that is not the case.

"First, U.S. shipyard labor rates are comparable to those of major foreign shipbuilders. We also have a quality, skilled shipbuilding workforce. You can't tell me that workers who have been working on the most sophisticated warships in the world are not skilled craftsmen."

According to Maritime Administration estimates, Herberger said between 7,000 and 9,000 large ocean-going vessels will be built by 2001.

"We are trying to get a piece of this market for U.S. yards and U.S. workers," he told the board.

Two Maersk Ships Reflagged, Placed Under U.S. Registry

Titus and Gibson Will Join Prepositioning Force

During a formal ceremony in Baltimore on February 13, Seafarers looked on as large banners were lowered to present name boards for the *LTC Calvin P. Titus* and *SP5 Eric G. Gibson*. The two former Danish-flag containerships were renamed in honor of two U.S. Army Medal of Honor recipients in a special ceremony on board the *Gibson*.

U.S. Army Chief of Staff General Gordon Sullivan presented the name boards before a large crowd made up of Seafarers, officers and military personnel attending the service and proclaimed, "God Bless these two ships."

Afloat Prepositioning Force

Seafarers will crew each vessel as it is transferred to the American flag and made a part of the Military Sealift Command's (MSC) Afloat Prepositioning Force, which retains military equipment on ships for use in war or contingency operations in the Middle or Far East.

The two identical ships, formerly the *Adrian Maersk* and *Albert Maersk*, combine the capabilities of roll-on/roll-off, container and breakbulk vessels.

At the time of the special shipboard service, final conversions to U.S. Coast Guard regulations were being completed on both ships at the Bethlehem Steel Shipyard in Sparrows Point, Md. Seafarers expressed their satisfaction with the ships.

"I think that these two ships will be excellent new vessels," said **Andrew Barrows**, bosun aboard the *Gibson*. "We have been working closely with the shipyard to make sure that everything is going right, and the quality of the work has been excellent," Barrows told a reporter for the *Seafarers LOG*.

Preparing for Inspection

The vessels were purchased by Maersk Line, Ltd. at the end of 1994. Concurrent with reflagging, the vessels are being modified to enhance their mission capabilities. As part of MSC's prepositioning force, the *Gibson* and *Titus* will provide the U.S. military with the ability to react to a variety of missions around the world, from landing equipment in a combat environment to delivering supplies following a natural disaster. Prepositioning means having the logistical support already in place in key ocean areas of the world in the event of an international emergency.

The major modifications include crane installation and cargo-space air conditioning which will make the ships self sustaining and suitable for the carriage of prepositioned cargoes such as trucks, tractors, ammunition, fuel, medical supplies and other materiel.

During the Conversion

Bosons on the *Gibson* and *Titus*, as well as representatives from both the steward and engine

departments, boarded the ships early to assist in the conversion of the vessels from Danish to U.S. standards. Other SIU crewmembers were scheduled to report to the ships in the Baltimore shipyard by the end of last month.

"Those of us who are here early have basically assisted in all of the modifications of the ship," noted Barrows. "The main purpose for us being here earlier than the rest of the SIU crew is to prepare both ships to pass the U.S. Coast Guard inspections, which are the toughest in the world," he said.

"We have two brand new, excellent Hagglund cranes which will give the ship self-loading and unloading capacity," noted the bosun. He added that all the garage spaces have been insulated, with each space having a separate firefighting capacity.

Scott Heginbotham, bosun aboard the *Titus*, said, "We have changed everything from nameplates above doors and in hallways, on down to the smallest details. It has been a very time-consuming process because absolutely everything is written in Danish," Heginbotham said. He added that all the firefighting equipment throughout each ship was Danish and had to be replaced with U.S. gear.

New Galley Equipment

"The *Titus* will be a very fine ship," said Steward/Baker **Hugh Wildermuth**, one of the first crewmembers to report to the ship to assist in the conversions, which included a complete redesign of the galley. "It is a totally new galley. We went from a service-style galley to a cafeteria style, with all top-of-the-line equipment," explained Wildermuth.

The steward/baker on the *Gibson*, **George E. Lyking**, noted that "everything and anything" is new and different from the original Danish galleys. "All of the old equipment has been replaced with new and modern provisions," stated Lyking. "The new cafeteria style of the galley makes it a more compact galley than it previously was, and it will take some adjusting for both the crew and the steward depart-

ment," he noted. The steward/baker added that all new supplies, including cutlery, pots and pans, had been ordered for use in the modified galleys aboard the *Titus* and *Gibson*.

"I really think that this will be a great ship. Lots of work, but indeed, a great ship," concluded Lyking.

When work in the shipyard is complete, the vessels will be delivered to MSC and will sail to Charleston, S.C., where they will be loaded with 30 days' worth of Army supplies and materiel. The *Titus* and *Gibson* will be stationed with the Army's prepositioned fleet in Saipan.

One ship's namesake, Lieutenant Colonel Calvin P. Titus, was awarded the U.S. Army's Medal of Honor for scaling the Peking Wall in 1900, leading a group of soldiers during the Boxer Rebellion in China.

Specialist 5th Class **Eric G. Gibson** posthumously was awarded the U.S. Army's Medal of Honor for bravery while fighting German troops during World War II.

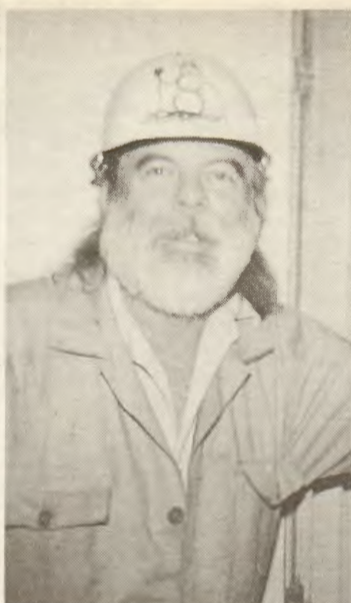
The ships are 784 feet long and more than 100 feet wide and can travel at speeds of up to 21 knots. Both the *Titus* and the *Gibson* have 45,000 square feet of garage space in which to transport the military equipment.



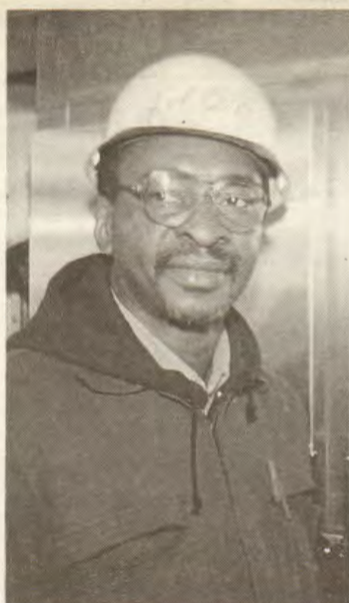
Brought under U.S. flag to serve in the military's prepositioning force, the *SP5 Eric G. Gibson* sits at anchor while undergoing remodeling and conversion at the Bethlehem Steel Shipyard in Sparrows Point, Md.



The *Titus*, like the *Gibson*, combines the capabilities of roll-on/roll-off, container and breakbulk vessels. Inset: A large banner is lifted during formal ceremonies last month, revealing the name board for the *LTC Calvin P. Titus*.



Aboard the *Eric G. Gibson*, QMED/Electrician **Everett Snow** checked out the electrical system.



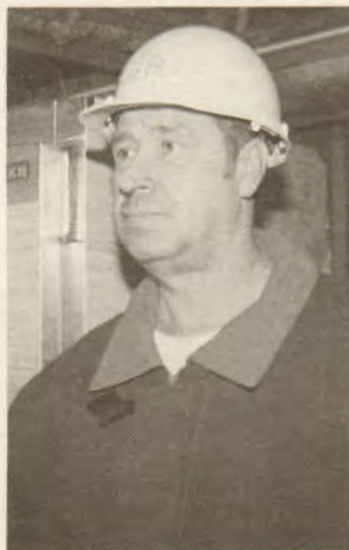
Steward/Baker **George Lyking** noted the changes that have been made to the galley on the *Gibson*.



Gibson's bosun, **Andrew Barrows**, said the quality of the work done on the vessel has been excellent.



QMED/Electrician **Dave Patterson** (left) and DEU **Gary Hartman** assisted in the conversion of the *Calvin P. Titus* from Danish to U.S. standards. Other modifications included adding Hagglund cranes.



One of the first crewmembers to report aboard the *Titus* was Steward/Baker **Hugh Wildermuth**.



Scott Heginbotham, bosun on the *Titus* said everything aboard the ship was replaced with U.S. gear.

Tom Fay Dies, Was Lundeberg School VP

Most recently serving the Seafarers as vice president of the Seafarers Harry Lundeberg School of Seamanship, Tom Fay died of cancer on February 27. He was 58 years old.

Brother Fay became the head of the Lundeberg School, based at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., in 1993. As commander of the base, Fay oversaw the school's training programs for entry level mariners and seasoned seamen who come to the facility to upgrade their shipboard skills.

While battling cancer, the Boston-born Fay continued to supervise the school's activities. SIU President Michael Sacco observed that Fay "never complained about his situation."

"He gave 100 percent always," Sacco added. "And he was the nicest individual, a very special person."

Prior to assuming the Lundeberg School post, Brother Fay was in charge of the SIU's port operation in Honolulu, assuming that job in 1987. In addition to directing one of the union's busiest halls, Fay served as vice president of the Hawaii AFL-CIO and secretary-treasurer of the Honolulu Port Maritime Council. He was deeply involved in state politics in behalf of the union.

In the 1992 union elections, Fay was elected by the membership to a port agent position.

Hearing of the SIU official's death, Rep. Neil Abercrombie (D-Hawaii) said, "Tom Fay was a good friend. His commitment impressed everyone who knew him."

The congressman, on whose campaigns Fay had worked, noted that "With Tom Fay, you could be sure that the SIU's voice would be heard. He put his members' interests first and foremost . . . and he knew that a strong merchant marine means a strong America."

Fay's roots in the merchant marine date from 1958 when, as a young man who had finished a three-year stint in the U.S. Marine Corps, he began shipping with the SIU. Sailing in the engine department, Fay worked his way up the shipboard career ladder to chief electrician. While he sailed primarily in that rating, he also worked as a chief pumpman.

Recalling the start of his work as a merchant mariner, Tom Fay told a reporter for the

Seafarers LOG during a 1993 interview, "I was following my brother, John, to sea. He already was sailing and I liked what he told me about it." (John Fay today serves as the SIU's secretary-treasurer.) In all, four Fay brothers took to the sea.

In the early '60s, Brother Fay came ashore for a brief assignment at the union's headquarters in Brooklyn, N.Y. He returned to sea, but also laid the groundwork for starting his own construction company, skills that would be called upon by the union a decade-and-a-half later.

In the early '80s, after Fay had been ashore running his construction business, the SIU pressed him back into service. Fay supervised the construction of the Seafarers' headquarters building in Camp Springs, Md.

After the building was completed, Fay stayed on with the SIU, serving in a number of capacities for the union before assuming charge of the SIU's Honolulu hall, a position in which he "did a heck of a job," according to the union's West Coast vice president, George McCartney. "Tom was a very sincere, dedicated person—a definite asset to the union and its members," McCartney said.

Fay's tenure at the Lundeberg School was remembered by those who work there. "He was one of the best people I worked with and worked for," said Carl Peth, director of the Piney Point-based manpower center. Bobby Clinton, the school's motorpool director, who knew Fay for 25 years, said, "Everybody at Piney Point loved him, and he will be missed."

Acting commander of the Lundeberg School base, Neil Alioto, said, "It was a pleasure to work with Tom."

"You can sum up the difference Tom made in two words," Alioto observed. "He cared."

Brother Fay is survived by three brothers and three sisters; his wife Doris, to whom he was married for almost 40 years; and three daughters, Robin Fay, Ann Marie Boidi and Donna Lindsey, a Lundeberg School graduate who followed in her father's footsteps in a sailing career, and four grandchildren.

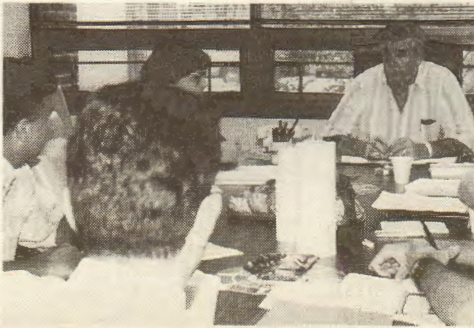
Burial took place on March 3 in St. Mary's Cemetery in Randolph, Mass.



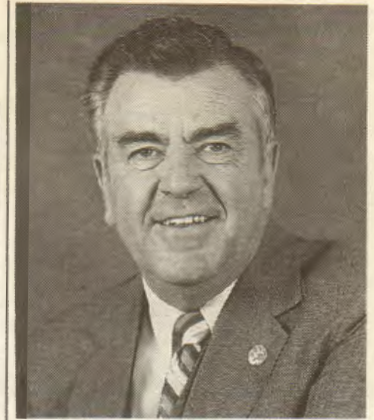
Tom Fay was one of four Fay brothers who took to the sea. He joined the SIU in 1958.



Tom Fay's seagoing life was emulated by his daughter, Donna Lindsey, who sailed as a chief steward. Tom and Donna are joined by Donna's husband, John Lindsey, a member of the SIUNA-affiliated Marine Firemen's Union.



Brother Fay last served the union as vice president of the Lundeberg School, a job he took in 1993. Above, Fay holds a staff meeting with the school's instructors.



Rep. Herbert H. Bateman

Marine Panel Chair Bateman To Push for U.S. Ship Bill

The chairman of the House Merchant Marine Panel called on Congress to pass a maritime revitalization program this year during his address to the Washington, D.C. Propeller Club meeting on February 27.

"For those who man, build and operate our U.S.-flag vessels, the need for action this year is essential," U.S. Representative Herbert H. Bateman (R-Va.) told the gathering. "We need to convince America and its representatives in Congress that the U.S. merchant marine is an indispensable element of our national security without which our status as a world power will be seriously undermined."

Bateman, who also serves as the chairman of the new House Military Readiness Subcommittee which oversees the U.S. merchant fleet, said he and the members of the Merchant Marine Panel "are committed to fight to save the U.S. merchant marine fleet." Joining Bateman at the luncheon were the vice chairman of the panel, U.S. Representative Randy "Duke" Cunningham (R-Calif.), and the panel's ranking minority party member, U.S. Representative Gene Taylor (D-Miss.).

The Virginia legislator said that action on a maritime revitalization bill must take place this year.

Looking at Funding Sources

He stated that he wants to try to find a number of ways to fund such a program, including the use of Defense Department money. He called the fact that the Clinton administration did not seek a tonnage fee to pay for the program in its 1996 fiscal year budget "a good sign."

(In the legislation passed by the House but killed in the Senate during the last session of Congress, a 10-year, \$1 billion maritime revitalization program was to be paid for by a tonnage fee on vessels entering U.S. ports. In the FY 1996 budget submitted last month to Congress, the administration included \$100 million in the Transportation Department's budget to fund maritime revitalization.)

Regarding domestic shipbuilding, Bateman said he believes negotiations ought to be reopened on the international level to secure an agreement that eliminates the subsidies of foreign governments to their shipyards.

Bateman said he wants the Merchant Marine Panel to begin work soon, but no date has been set for its first meeting.

SIU Fights for Seamen Safety Provisions In International Maritime Group's Standards

Representatives of the SIU were in London last month to ensure that the safety of seamen is the primary consideration in the ongoing international efforts to update a 17-year-old convention that sets minimum standards for certification, training and skills needed by mariners worldwide. The convention is known as the International Convention of the Standards of Training, Certification and Watchkeeping (STCW), passed in 1978. It sets minimum levels in these areas for the nations that adopt it. However, signatory nations can have more stringent rules than the ones set out in the STCW.

Revising '78 Standards

The groups working on these standards are known as the Inter-Sessional Working Group (ISWG) and the Subcommittee on Training and Certification (STW) on the revision of the 1978 International Convention of the Standards of Training, Certification and Watchkeeping (STCW) of the International Maritime Organization (IMO). Last month marked the fourth meeting of the ISWG and the 27th session of the STW.

The meetings were conducted at IMO headquarters in London. The next meeting, during which the final revisions will be made to the convention, also is scheduled to take place in London, from

June 26 through July 7.

During the most recent meetings, the SIU contingent and other representatives of American maritime labor continued to speak out for the interests of U.S. merchant mariners. As in previous meetings, they fought attempts—some veiled, others overt—by groups from foreign nations to reduce manning levels and weaken mariner training requirements.

The entire U.S. contingent and a vast majority of other delegations also continued to oppose the suggestion—made by a small but influential group of countries—of solo bridge watch at night.

Further, the subcommittee agreed to include, for the first time, a minimum rest period for individuals assigned as officers in charge of a watch or as ratings forming part of a watch in the mandatory section of the STCW code. (Countries which are signatory to the STCW treaty agree to obey the pact's mandatory provisions. There also is a voluntary section. Currently, more than 90 countries have adopted the STCW convention.)

Rest Must Be Provided

According to the new requirement, these individuals must be provided a minimum of 10 hours of rest in any 24-hour period. The hours of rest may be divided into no more than two periods, one of

which must be at least six hours. In addition, the 10-hour period may be reduced to no fewer than six hours, provided such reduction does not extend longer than two days and no fewer than 70 hours of rest are provided each week.

In addition to the new requirement mandating the minimum rest period for watchstanders, the STW has been looking at new ways of certifying seamen's qualifications for shipboard work.

The original convention, adopted in 1978, addressed shipboard qualifications by recognizing positions (or titles) for both licensed and unlicensed personnel aboard ships based on departmental demarcations.

Reviewing Alternatives

But the STW, at the direction of the IMO, during last month's meeting and in previous sessions has been reviewing alternative means to certify the same mariners by describing the functions each must perform to hold a particular position, rather than assigning a title to a department job.

Consequently, it is anticipated that the updated convention will offer both the traditional approach and a functional approach (also known as alternative certification) as means for providing mariner certification.

It is important to note that

adopting the new kind of mariner certification should not be used to cut corners or endanger safety, the SIU holds. Thus, during a meeting in late 1994, in the drafting group on the principles governing the issuance of alternative certificates, the SIU fought for and won approved language stipulating that the final regulation governing certification will not allow the issuance of alternative certificates to be used to reduce manning levels or training requirements.

U.S. Meets Criteria

Because the U.S. is a signatory to the convention, z-cards and licenses held by American merchant seamen are recognized by the IMO as meeting the criteria set forth in the '78 pact. But the standards for training and qualification that must be met by U.S. mariners are much greater than those outlined in the convention.

The agreement therefore does not override the laws of nations which maintain higher standards and qualifications.

The IMO's call to update the STCW came on the heels of a number of maritime disasters—all attributed to human error—that took place during the past few years.

The IMO was created in 1959 by the United Nations, in order to improve safety at sea.

U.S. Maritime Backers Defend FMC, '84 Ship Act

Cost-Efficient Federal Maritime Commission Endangered by Budget Cuts

Maintaining the Federal Maritime Commission (FMC) and preserving the Shipping Act of 1984 are essential to America's economic and security interests. That message was delivered again and again by U.S.-flag carriers, maritime labor officials and current and former members of Congress during an all-day hearing of the House Coast Guard and Maritime Transportation Subcommittee on February 2.

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

Ironically, as noted by officials from American President Cos., CSX Corp. (which owns Sea-Land Service) and Crowley Maritime Corp. in joint testimony to the subcommittee, the Shipping Act of '84 and its administration by the FMC were a "deregulatory response" by the Reagan administration to the previous administration's "failed attempts to unilaterally apply U.S. domestic antitrust law to international shipping."

The Shipping Act of '84, through an exemption to U.S. antitrust laws, allows international shipping lines to jointly set transportation rates. This practice, which helps ensure that everyone has access to the same rate information, was established to protect the interests of American consumers, shippers and shipping operations. (Without antitrust immunity, joint rate-setting is a violation of U.S. law.)

The functions of the FMC, an independent agency established in 1961, include enforcing provisions of the Shipping Act of '84 that call for fair rates and a nondiscriminatory regulatory process for the common carriage of goods by water in the foreign commerce of the U.S., fighting

any other discrimination or prejudice in U.S. trade and licensing ocean freight forwarders.

Elimination of the FMC and repeal of the legislation would dangerously drive up rates, cost thousands of maritime-related U.S. jobs and devastate America's sealift capability, FMC supporters warn.

The subcommittee this month is expected to introduce legislation addressing both the FMC and the Shipping Act of '84.

Unions Back FMC

SIU President Michael Sacco joined with presidents of six other maritime and maritime-related unions—Joel E. Bem, District No. 1-Marine Engineers' Beneficial Association; John Bowers, International Longshoremen's Association; Timothy A. Brown, International Organization of Masters, Mates & Pilots; Michael McKay, American Maritime Officers; Brian McWilliams, International Longshoremen's and Warehousemen's Union, and Louis Parise, District No. 4-MEBA/NMU—in urging the subcommittee to preserve the FMC and the Shipping Act of '84.

"We cannot and must not allow a group of shippers concerned only about their own and not our country's interests to dictate the future of the United States-flag merchant marine, the viability of America's ports and, ultimately, the economic competitiveness of American exports.

"The chaos and instability which will result if the Shipping Act of 1984 is repealed will weaken if not destroy America's maritime transportation network and lessen America's security," the union presidents said in written testimony.

"It would also destroy thousands of American jobs—on United States-flag vessels and in shoreside maritime-related activities, as well as in the vast U.S.-flag intermodal transportation

network that provides jobs in virtually every inland and coastal state."

They pointed out that the Shipping Act of '84, as implemented and enforced by the FMC, has benefitted the U.S. through perpetuating ocean transportation rate stability.

"As a result, it has effectively prevented foreign owned and controlled shipping lines from disrupting our trades with predatory and destructive rate practices."

Exporting U.S. Jobs

A panel representing carriers made it clear that eliminating the Shipping Act of '84 will force American shipping companies overseas.

Appearing before the subcommittee, Sea-Land Service President John Clancey, APL Land Transport Services President Timothy Rhein and Crowley Maritime Vice President and General Counsel William Verdon noted that other international service industries, including aviation and communications, have their own, specially tailored regulatory schemes.

In their joint statement, they described the Shipping Act of '84 as "the only major area of U.S. maritime policy in which U.S. carriers are affirmatively placed on an equal competitive footing with foreign carriers.

"If the act is eliminated or substantially changed, the regulatory burden will fall disproportionately on American carriers. Virtually all other major trading nations grant some form of antitrust immunity to their own carriers or have no antitrust laws of their own. These same countries have shown in the past that they will resist application of American antitrust laws to their carriers."

Call for Analyses

Retired Rep. Helen Bentley, a former FMC chairperson as well as a longtime supporter of the U.S. maritime industry, advised the subcommittee that any changes to the FMC or the Shipping Act of '84 should be made only after careful, detailed analyses.

The former Republican congresswoman from Maryland also stated that the agency and the act should, for the most part, remain intact.

"Should the FMC and our regulatory scheme be abolished, our trades will be governed by the laws, rules and regulations of the European Community, and the United States will have only the status of an outsider if we wish to change the rules or complain about their administration," Bentley said.

"It would be economic suicide for the world's largest trading nation to leave the export and import of its goods and commodities solely dependent on the foreign policy and commercial whims of foreign countries who may be our friends today, but not like us tomorrow."

Bentley and others also predicted that the effects of scrapping the FMC and the current regulatory scheme would seriously harm small shippers and ports, and would lead to a long-term skyrocketing of rates.

She appeared on a panel that included former FMC member Rob Quartel, who served during the Bush administration. Quartel

The Shipping Act of 1984

The Shipping Act of 1984 was passed during the second session of the 98th Congress and signed into law by President Reagan.

Through an exemption from U.S. antitrust laws, it allows for common rate setting established in international shipping conferences.

The intended benefits of the act include:

- rate stability and predictability;
- a means of monitoring and correcting unfavorable shipping conditions in the U.S.-foreign trades (via the Federal Maritime Commission);
- fair treatment of small- and medium-sized shippers through the tariff filing system, which ensures that everyone has access to the same rate information;
- a stable investment climate which has facilitated billions of dollars of investment by U.S. shipping companies;
- preservation of thousands of U.S. jobs on American-flag vessels, in shoreside maritime-related activities and in the vast U.S.-flag intermodal transportation network, and, as the law itself reads:
- "to encourage the development of an economically sound and efficient United States-flag liner fleet capable of meeting national security needs."

On the whole, the act is intended to protect the interests of U.S. consumers, shippers and shipping operations.

A federally mandated review of the act in 1992 concluded that quality and quantity of services have improved since 1984, while rates substantially have been lowered.

used the public position to promote his anti-U.S.-flag shipping agenda. Now working with foreign-flag interests, Quartel spoke in favor of dismantling the FMC and repealing the Shipping Act of 1984. During last month's appearance before the subcommittee, Bentley repeatedly corrected Quartel as he misstated facts about current maritime programs and regulatory policy.

In fact, at one point Rep. Jim Oberstar (D-Minn.) also warned Quartel to stop twisting facts to make a point.

Congressional Support

A number of subcommittee members voiced support for preserving the FMC and the regulatory setup.

"Congress and the administration seem to be in a head-over-heels rush to dismantle government agencies," said Rep. James Traficant (D-Ohio). "What we're witnessing now is reductions just to say we reduced, and it's not necessarily in the best interest of this country. . . . To me, the missions of the Federal Maritime Commission are absolutely crucial to our trade and global competitive interests."

Rep. Don Young (R-Alaska) agreed. "I tell my colleagues that if you're looking to cut back big government, this is not the place to do it. I don't want domestic carriers picked off by foreign shippers. What's happened to this industry is a travesty, and I'm not about to put another pin into this voodoo doll."

Minnesota Democrat Oberstar also warned against abolishing an entire agency as a result of quick decisions. He observed that air and trucking deregulation has resulted in fewer U.S. companies, and concluded that total deregulation of maritime will further decimate the U.S. fleet, ultimately raising rates for all.

During the afternoon session, Oberstar proposed a compromise to resolve differences between shippers and carriers on the '84 act. He emphasized that steps should be taken to ensure that foreign governments divest themselves of their direct interest in their national fleets. He also proposed that the antitrust immunity granted by the Shipping Act of '84 be perpetuated except in service contracts (which are volume discount agreements). Oberstar also recommended that tariff filing be continued in order

to guard the interests of U.S. consumers, shippers and shipping operators by ensuring equal access to rate information.

Rep. Herbert Bateman (R-Va.), not a member of the subcommittee but of the full committee—and also the chairman of a House panel charged with developing legislation to revitalize the U.S.-flag merchant fleet—attended part of the hearing. He focused on the national security issue.

"There is a very, very substantial national security concern that demands we have a U.S.-flag merchant marine," said Bateman. "We're dealing here not with interstate commerce, but one in which competition comes from those who subsidize."

Subcommittee members who have indicated that they favor eliminating the FMC and repealing the Shipping Act of '84 include Rep. Bill Baker (R-Calif.) and Rep. Susan Molinari (R-N.Y.).

Efficient Agency

Current FMC Chairman William Hathaway noted that the agency has reduced staff by one-third during the last 10 years. He stated that in the last six years, the FMC has collected more than \$55 million in fines and penalties, monies returned to the U.S. treasury. The net cost to run the agency has been only \$7 million per year during that period, and in two of those years the FMC has returned a profit.

Hathaway also echoed remarks that eliminating government's involvement in ocean cargo transportation would shift market power to a few large shipping lines while escalating rates.

Finally, while most of the shippers who testified indicated that the antitrust immunity has not benefitted them, one presented an entirely different view. Don Schilling, vice president of Wesco International, Inc., said that the "Shipping Act of 1984 is not unnecessary regulation. It guarantees, as much as possible, a level playing field for small- and medium-sized exporters like us. . . .

"Unless small shippers have access to the level playing field provided by the Shipping Act, we will soon cease to be exporters and become domestic suppliers to our foreign competition instead."

Warm Weather Prompts Early Lakes Shipping

The 1995 sailing season on the Great Lakes is scheduled to begin in mid-March, thanks to relatively mild weather and a continuation of plentiful cargo demand.

The SIU-crewed *Buffalo* is slated to begin shuttling iron ore between Lorain, Ohio, and Cleveland on March 13, unofficially marking the start of the season, while a number of cement carriers are to begin operating on March 16. Nearly 50 vessels are expected to be in service by April 1, representing approximately 80 percent of the Lakes fleet.

(The Soo Locks, which are located between Lake Superior and Lake Huron, are set to open on March 25. This will allow operations on all the Great Lakes to begin.)

Seafarers who sail on Great Lakes vessels should be in touch with the SIU hall in Algonac, Mich. for information about when vessels will fit out and to make preparations for the season.

"In 1994, 115 million tons of cargo moved in U.S.-flag vessels on the Great Lakes. It was a record year, and we're looking to pick up right where we left off,"

said Glen Nekvasil, communications director of the Lake Carriers' Association, which monitors the action of American-flag shipping on the Great Lakes.

"We've been lucky with the weather," he added. "There's some ice on the lakes, but it's not anywhere near as bad as it was a year ago."

Engine and steward department members normally are the first to sign on the vessels as fitout begins. While the engine crew executes any needed repairs and refills pipes that had been emptied during layup, the galley gang orders stores and makes other preparations for the season.

Members of the deck department usually join the ships within a few days after their fellow crewmembers, and the vessels begin sailing two or three days later.

Coal, iron ore and stone—which are required in steel production—are the highest-volume commodities moved on the Great Lakes. The Great Lakes basin is home to nearly three-fourths of America's steel-making capacity.

'The SIU Gave Me a Chance'

Dyslexia Did Not Stop Ellis from Excelling at Sea

Perry Ellis is 14 years removed from his career as a Seafarer, but has not lost appreciation for the opportunities he discovered through the SIU and the union's Paul Hall Center for Maritime Training and Education.

"I'm very, very grateful to the SIU. The SIU accepted me, gave me a chance when no one else would, and you bet I took advantage of it," says Ellis, 48, who now works as a reserve police officer in his hometown of Fort Worth, Texas.

Ellis' story is one of courage and perseverance. He has severe dyslexia (a learning disability usually characterized by difficulty in learning to read), yet was not correctly diagnosed until in his thirties.

That lack of an accurate diagnosis compounded the disability, because, while in school, Ellis was placed in classes with people who in many cases had either different disabilities or different degrees of dyslexia. The medical and academic communities' understanding of dyslexia was comparatively limited then, and consequently, Ellis did not receive what would be judged by today's standards as adequate schooling.

A New Slant On Oral Exams

Retired Seafarer Perry Ellis, who has severe dyslexia, credits the SIU and the Paul Hall Center for Maritime Training and Education with giving him an opportunity to have a productive, rewarding career.

A key step in Ellis' advancement took place at the Paul Hall Center's Lundeberg School in the early 1970s, when instructors there agreed to orally administer his exams.

He passed them all, eventually upgrading to QMED.

"I can't say enough about the people at the school and their willingness to help," Ellis notes. "Everyone was so patient with me, even though some of those tests took several hours."

When a back injury forced Ellis to retire from the sea, he attended a police academy in Texas as a springboard to a new career. He related his Piney Point experiences to convince academy personnel to orally conduct his police exams—and once again, he passed with outstanding scores.

"I believe I'm the only police officer in the state who's ever taken the tests orally," Ellis says. "You should have seen my classmates, taking notes like crazy during some of the lessons. They'd look at me and see I wasn't writing, but I maintained an 'A' average."

Moreover, Ellis points out that his days at the Lundeberg School helped in other ways when he attended the police academy: "I got college credits for some of the upgrading courses I took at Piney Point, and they were accepted at the academy."



"I knew something was wrong with my reading skills, but I felt as intelligent as anyone else," he recalls. "But I don't blame anyone. Doctors and teachers in the 1950s and 1960s didn't know nearly as much about dyslexia as they do now."

After high school, Ellis looked for work but couldn't secure employment. Though frustrated, he was not surprised.

"I was always shut out as a kid, and I knew I wasn't going anywhere at home in Fort Worth," says Ellis, a friendly sort whose wife is a sheriff's deputy. "No one there, and I mean no one, would give me a chance."

He heard about the merchant marine and, at age 19, went to San Francisco in hopes of shipping out. There, he signed on with the SIU in what proved to be "a major turning point in my life."

It did not take long for Ellis to conclude that he had found his niche. He made a couple trips as a messman, then switched to the engine department.

Through a combination of his determination to do a good job, use of an excellent memory and the helpfulness of more seasoned shipmates, Ellis "had no problems" performing shipboard work. "I wasn't afraid to ask for help because most everyone was really patient with me," he notes, adding that he developed a keen memory in compensation for the disability. "I never forget what I've learned, and if I was unsure about something, I asked. I eventually did every (unlicensed) job in the engine room."

In the early 1970s, Ellis went to upgrade at the Lundeberg School. It turned out to be the first of many trips to upgrade at Piney Point.

"When I went to the school, it opened doors for me that I didn't know were possible," Ellis says. "Piney Point is amazing, and the people who ran the union a long time ago had a lot of foresight. They knew that education and training were important."

With the aid of Lundeberg School instructors, Ellis over the years orally took his upgrading exams, and passed them all (see separate story).

Scrapbook Memories

Pictured above are photos depicting parts of Brother Ellis' SIU career. Clockwise, from lower left: Ashore in India, April 1967. With a shipmate aboard a sealift vessel in Vietnam, 1967. Returning to duty aboard the *Equality State* during Operation Desert Shield, 1990. As pictured in old editions of the *Seafarers LOG*. Taking part in a crews conference at Piney Point.

Shortened Career

Ellis earned his full-book membership in the SIU during the mid-1970s, "and boy, was I proud!"

He was comfortable with shipboard life, enjoyed the worldwide travel and the interaction with diverse groups of people, both aboard the vessels and ashore in foreign lands.

But in 1981, his sailing career was cut short. While assisting a fellow crewmember who had been injured, Ellis himself sustained a severe back injury which required surgery and still bothers him daily.

"I hated to leave the SIU. It was a place where I was accepted and did a good job," he somberly recalls. "More than that, I believed in the United States merchant marine. I sailed during Vietnam, I knew the importance of the U.S.-flag fleet."

Though upset, Ellis refused to let the injury deter him from succeeding at another career. He had learned more from his days with the SIU besides the daily tasks



A police reservist today, Ellis remains proud of his days with the Seafarers. Above: Ellis displays his war-service medals and a Lundeberg School certificate of achievement.

and routines of shipboard work, and, "In an SIU spirit, I dedicated myself to a new career," he says.

He worked for about 10 years in the security field, then attended a police academy near Fort Worth.

(In between, he answered his nation's call and sailed as a chief electrician during the Persian Gulf War.)

For the past several years, Ellis has worked in Fort Worth as a volunteer reserve police officer. His duties include a mix of community service-type activities, security and "regular police work." And despite the title of reserve and the nagging back pain, Ellis carries a firearm and

possesses the same rights of power as full-fledged members of the police force.

Because of his back problems, "I'm limited in what I can do. But once in a while, something happens and you just can't turn your head; you have to help people whether or not your back hurts."

Such an instance occurred when Ellis caught and arrested three thieves at a shopping mall.

But he strongly prefers the other parts of his job, particularly working with children. Ellis regularly distributes literature and gives talks to kids about the benefits of staying in school and not using illegal drugs. He also participates in programs to identify and assist abused children.

"I want to give something back," says Ellis, apparently unaware of the irony that he would commit himself to public service after his own school system and medical community in many ways let him down. "I set a goal and I've dedicated myself to the public. It's just a rewarding feeling."

Similarly, he says he has helped "five or six" people start seagoing careers.

In fact, although he is happy with his new career, Ellis says he "would love to go back to sea some day. I miss shipping, I miss the union, I miss Piney Point. I just love it."

"The people in the SIU were the first who ever said to me, 'Hey, Perry, you can do it!'"

Dyslexia Is Common Disability

Developmental dyslexia, the learning disability which afflicts retired Seafarer Perry Ellis, is fairly common in the United States. According to the National Institute of Child Health and Human Development, some researchers suggest that as many as 15 percent of U.S. students may have dyslexia.

The disability's cause is unknown, but dyslexia usually causes individuals difficulty in learning to read. Some dyslexics also may be hampered in learning to write, speak or utilize numbers.

Common symptoms include reversing letters or numbers, difficulty in learning and remembering printed words, numerous spelling errors and omitting or inserting words while reading.

Because dyslexia affects a wide range of people and also produces symptoms that vary in severity and breadth, treatments are equally complex. But the three general categories of treatment—developmental, corrective and remedial—call upon school teachers and psychologists to identify the disorder and then modify both the teaching techniques and the classroom environment.

MTD: Workers Must Gain from Global Trade

The AFL-CIO Maritime Trades Department (MTD) executive board, representing 42 national and international unions with 8.5 million workers in the maritime sector of the American economy, called upon U.S. elected officials and government trade organizations to assure them that increased world trade advances the interests of working people.

The statement, which was adopted unanimously, detailed several steps the administration and Congress can take to ensure that workers benefit from trade accords. The resolution recommends including a section in every trade pact that sets up mechanisms to balance the living standards and environmental regulations of the United States with the less strict conditions of the trade partner.



Michael Sacco

The MTD statement's call was echoed by high-level trade union officials, a representative of the Clinton administration and the minority leader of Congress during the organization's executive board meeting held February 16-17.

MTD President Michael Sacco, who also is president of the SIU, pointed out that no group of workers had felt the impact of global trade harder or longer than seamen. Men and women from nations with high living standards who earned their living on ships

have seen firsthand the effects of runaway shipping (the ability of shipowners to purchase the use of a flag of a country other than their own for the purpose of dodging taxes, stringent safety and environmental regulations and the labor costs of their home nations).



David Cockroft

Fight Downward Push

The result has been decreased living standards for seamen from developed countries whose ship operators must compete with substandard shipping and a huge pool of mariners from the world's poorest nations who are unmercifully exploited by vessel owners, Sacco noted.

David Cockroft, the head of the London-based International Transport Workers Federation (ITF), which is made up of more than 400 trade unions concerned with maritime workers from more than 100 countries—including the SIU, told the MTD group that his organization is committed, first, to driving runaway-flag shipowners back to their home nations and, second, to forcing substandard ship operators to raise the living conditions and pay of their seamen.

Cockroft outlined the ITF's campaign against runaway ships, also known as flag-of-convenience vessels. The organization places inspectors throughout

the world's ports. Those inspectors board runaway vessels and ensure that crewmembers are being treated in accordance with international regulations and ITF standards.

The ITF general secretary said the ITF campaign against runaway ships will be expanded by placing inspectors in "new areas" to "hit shipowners in places where they least expect it."

AFL-CIO Secretary-Treasurer Thomas R. Donahue pointed out that not just maritime workers, but all American workers, are well aware of the fact that their employers can transfer production overseas and pay foreign employees significantly less than their U.S. counterparts.

American workers "feel the sting" of foreign competition every day, Donahue noted. Every time unions negotiate contracts, "we are told about the cheap com-

Marine Unions: Exclude Coal From Hazardous Material Pact

The AFL-CIO Maritime Trades Department (MTD) executive board pledged its support for an initiative introduced by the United Mine Workers (UMW) to have coal removed from the list of hazardous materials being considered by the UN's International Maritime Organization.

During its two-day gathering last month, the MTD board heard from UMW President Richard Trumka who said coal was being included in the convention not by environmentalists, but by "the chemical and natural gas industries who wish to tap the large volume of coal tonnage shipped on the international market to help pay for the damage to the sea eco-system caused by their products."

Trumka noted that coal never has been listed as a hazardous cargo on any international treaty or agreement because it does not hurt the environment should it be aboard a vessel that sinks.

If coal were included in the International Convention on Liability and Compensation in Connection with the Carriage of Hazardous and Noxious Substances at Sea (HNS), a tonnage fee for the amount of coal shipped would be assessed. Trumka said such a fee would hurt an industry that provides thousands of jobs and a \$3.1 billion trade surplus to the U.S. economy.

The resolution passed by the MTD board urges the Clinton administration to take a stand against the addition of coal as a hazardous material when the HNS convention is considered at an IMO-called meeting in April.

petition next door or in some other country," he said.

The secretary-treasurer of the federation of American unions said it is imperative that any so-called trade agreements must result in advances for workers, otherwise their effect is to decrease living standards for U.S. workers while workers in developing nations are exploited and abused.

Jack Otero, deputy undersecretary for the Bureau of International Labor Affairs of the Department of Labor, said the goal of the Clinton administration is to ensure that workers' conditions are not eroded through trade deals.

"One of my most important tasks at this time is . . . to pursue President Clinton's dictum that any kind of trade agreement that we undertake in this country should always be accompanied

by an agreement to protect the interests of workers as well as to protect the environment," Otero told the MTD executive board.

U.S. Representative Richard A. Gephardt (D-Mo.) renewed his call for trade between the U.S. and other countries that is fair. The House minority leader said, "You can't put workers on an uneven trading relationship. I don't want a trade relationship with Chile or Brazil or Argentina or anybody else that doesn't deal with labor and the environment in the trade agreement."

The Missouri congressman suggested that labor and management work together to find solutions that will allow American workers to compete with cheap labor from third world nations and still allow U.S. citizens to "hold, if not increase, our living standard."



Jack Otero



Richard Gephardt

Lott Calls for Efforts To Revitalize Maritime

Continued from page 3

He remarked that some sort of compromise might be fashioned in which a cap would be put on U.S.-flag carriers' prices in exchange for carrying that a certain percentage of government cargoes is transported on American-flag bottoms.

Shipbuilding Pact Suspect

In order to carry American grain, or any other goods for that matter, on U.S.-flag vessels, Lott noted the need for adequate shipbuilding facilities within the nation's borders.

He said he would hold subcommittee hearings designed to make sure an international accord (signed by the U.S., the European Union, Japan, South Korea, Norway, Sweden and Finland) designed to end shipbuilding construction subsidies worldwide really will work.

The Organization for Economic Cooperation and Development (OECD) pact is set to begin on January 1, 1996, but the senator said he remains concerned about whether the agreement assures American shipbuilders a level playing field.

Regulating Shipping

"The OECD negotiations that were concluded last year, to me look like once again a fraud," he said. The United States government and shipbuilders have no way of knowing if the other OECD nations are going to live up to the agreement, Lott observed. Plus, the accord allows some governments to subsidize their shipyards for years after the deadline, the Mississippi senator added.

After hearings are held on the pact, if his sense is that the agreement is unfair for American shipbuilders, "then I'm going to support some sort of subsidizing for shipbuilding to put it on equal footing" with its foreign competitors, Lott said.

Lott told the MTD executive

board that he is willing to look at ways to fine-tune the Shipping Act of 1984, which allows carriers involved in the international ocean-going trade to set rates through conferences, or groups in which all the liner companies participate.

"The act has been very helpful. We might want to have hearings on it to see if it can be improved. I think we always should approach it from that standpoint," Lott said. "But I don't think we ought to throw it out."

The Shipping Act and the agency which administers the legislation, the Federal Maritime Commission, which ensures that shipping prices are fair for the operator, shipper and American consumer, are under attack by some senators and congressmen eager to trim the federal budget.

Time for Action

Promoting the maritime industry is about supporting American jobs and America's defense interests, Lott summarized. "When you talk about ships being built in foreign countries, what I see is my neighbor out of a job.

"And when I drive over the bridge in my hometown" of Pascaguola "and . . . see Liberian, Panamanian, Greek and Russian ships lined up in my hometown, I don't like it. I want American flags on those ships," Lott said. "I'm committed to doing that."

"There is nothing that gives me greater pride than seeing a strong U.S. maritime industry or causes me greater concern than one in decline.

"But if we get to the point where we have to depend on foreign-built ships, foreign crews that don't even comply with our rules for safety, and all of our cargo is carried on foreign-flag ships, what are we going to have left? This is a question of national security," Lott emphasized. "So I think we better stand up and fight for it."

NLRB Head Seeks Fairer Rendering of Labor Laws



NLRB Chairman William Gould has launched a series of initiatives to encourage collective bargaining. Above, he details his plans to MTD executive board members.

Collective bargaining in the United States is to be promoted according to the nation's laws, the chairman of the National Labor Relations Board (NLRB) told the executive board of the AFL-CIO Maritime Trades Department (MTD) at its February 17 meeting.

NLRB head William Gould said his priority in his job as chairman of the independent federal agency that oversees labor relations between employers and workers is to seek ways to promote the collective bargaining process as called for by the 1935-enacted bill that created the NLRB and defined American labor law.

The National Labor Relations Act states that "the policy and procedure of collective bargaining is to be encouraged," Gould said. But, "for too long, we have been in a period where the people who held [NLRB] positions . . . really had no sympathy with those ideas."

Gould, who worked on the

legal staff of the United Auto Workers before starting his employment with the NLRB during the Kennedy administration, stated, "I am a lifelong believer in the collective bargaining process."

He listed several procedures he has initiated since assuming office after his appointment to head the NLRB by President Bill Clinton. Among these actions are speeding up the process of hearing certain kinds of charges and increasing the instances in which union elections can be conducted by mail ballot. Gould dismissed claims from some employers that mail-in ballots can lead to fraud. He pointed out that in 60 years of NLRB-conducted elections, past mail-ballot elections have been trouble-free.

Additionally, Gould said the NLRB's process can be made quicker and more effective by the board's speaking "clearly, precisely, authoritatively in advance of a dispute so that we can discourage wasteful litigation."

Diamond Docks at Piney Point

Paul Hall Center Adds Vessel to School's Training Fleet



The *USS Diamond* is the newest addition to the Paul Hall Center's fleet of training vessels.

The Paul Hall Center for Maritime Training and Education last month continued expanding its training fleet when it acquired a 102-foot craft formerly used by the U.S. Navy as a torpedo retriever during military exercises.

Equipped with a new color radar and a fully functional galley, the *USS Diamond* will be used extensively in Lundeberg School training courses by upgraders who sail in the deck and steward departments, as well as trainees and engine department upgraders.

The *Diamond* also features a new Global Positioning Satellite (GPS) navigation system, two new gyro compass systems (ship-

board type and boat type), four V-12/71 Detroit diesel engines and a pair of two-cylinder generators.

As used by the Navy, the ship carried a crew of 16 and could carry 16 retrieved torpedoes. It was decommissioned in early February and has a top speed of 15 knots.

"It will have many uses for deck department personnel, and the galley also is excellent," noted Lundeberg School instructor Bill Hellwege. "We still need to clean it up, but it should be ready soon."

The *Diamond* has a 21-foot beam, a 9-foot draft and a full displacement of 170 tons. Hellwege, fellow instructors Jeff Swanson and Tommy Swann and QMED Ed Rynberg delivered the vessel from Norfolk, Va. to Piney Point.

The boat also is the fourth ves-

sel acquired by the Lundeberg School during the past 14 months through the U.S. Defense Regional Material Office in Virginia, under terms of the Merchant Marine Act of 1936 (as amended in 1980). According to that law, "excess or surplus vessels, shipboard equipment and other marine equipment, owned by the United States, may be made available by gift, loan, sale, lease or charter to the federal and state maritime academies and to any nonprofit training institution which has been jointly approved by the Maritime Administration and the U.S. Coast Guard. . ."

Last year, the school acquired two fairly similar pilot craft formerly used as Navy training boats, along with a well-equipped barge which had been used by the government for electromagnetic testing.

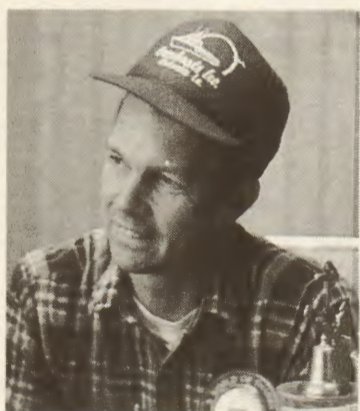
CG-Approved Radar Operation Class Praised by Participating Boatmen

Dozens of SIU boatmen last month seized the chance to take the Paul Hall Center for Maritime Training and Education's Coast Guard-approved radar operation course at SIU halls in Algonac, Mich., Norfolk, Va. and San Juan, P.R.

The four-hour class, which enables Seafarers to comply with new federal regulations regarding radar certification for boatmen, this year has been taught at least once by Lundeberg School instructors at nine SIU halls as well as at the Paul Hall Center in Piney Point, Md.

The course was developed in response to Coast Guard rules which require towboat operators to possess a radar-observer endorsement. It includes a section on how to recognize radar malfunctions, a basic review of how radar works, information about the new regulations, background on changes in accident reporting and a review of the new requirements for safety equipment on towboats.

After completing the course,



Capt. Doug McClure, Pilot Services, appears satisfied after finishing the course in Mobile, Ala.

Seafarers receive a radar certificate which is valid as an endorsement until his or her operator's license expires or is renewed or upgraded.

Not only did Seafarers who recently took the course praise the content of the class, but also commended the Lundeberg School for holding sessions at each of the union's halls.

"It was a very good class with a very good teacher," said Mike Slaght, a tugboat captain who sails with Luedtke Engineering. The 21-year member of the union, who took the class at the Algonac hall, added, "I work seasonal and I'm home only for one month. Taking [the class] here was a lot nicer than having to travel during my month off."

Captain Ray Wilkins, who first signed on with the SIU in 1957, described the class as "very important. I think everybody should take it, deckhands and all. It wouldn't hurt."

Wilkins, who sails with Arnold Transit Co., took the class in Algonac.

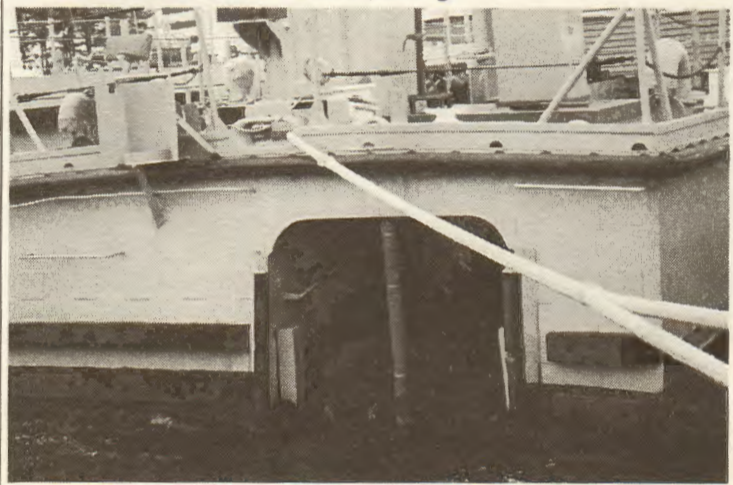
In Norfolk, Jim Kruger, who sails as a mate with Express Marine, said the class "covered everything we needed. The most useful part was the tips on tuning [radar] up. The class also tells you a radar's limitations. It's a nice machine, but it's not magic."

Kruger lives about an hour's drive from the Norfolk SIU hall. "This certainly was a worthwhile endeavor, and it's a good thing on

the part of the union to provide it to the members," he added.

No time was wasted in the class, noted William McBride, a pilot boat operator with Coleman Launch Service. "It was a great class, and the instructor was on the ball, very concise," said McBride, who took the class in Norfolk. "This opened my eyes to a lot of things about radar."

James Pruitt, who sails with Express Marine, said he was fascinated to learn about "radar echoes and what causes them. For instance, when you signal, you get an echo. I also learned other new things. It's a good course."



The opening at the bottom of the vessel shows where torpedoes were retrieved when the *Diamond* was used during military exercises.

25 Lakes Seamen Upgrade to AB

Twenty-five Seafarers who sail aboard Great Lakes vessels last month completed a special three-week AB course at the Paul Hall Center for Maritime Training and Education.

The rigorous class, crafted by Lundeberg School instructors to meet the specific needs of SIU-contracted companies, covered lifeboat training, ship construction and operations, deck seamanship, navigation, tug and tow operations, rules of the road, firefighting, first aid and more.

The Seafarers who finished the course are employed by one of three companies: Great Lakes Towing, Luedtke Engineering or Upper Lakes Towing.

"With shipping shutting down for the winter, this was a good

opportunity for me to come to Piney Point," stated Dan Young, 34, who sails with Upper Lakes Towing. "It's a good class. It refreshed some information and I also learned new things."

"The most interesting part was getting to know people from other companies."

Young, who works aboard an integrated tug/barge that usually hauls iron ore and stone to points along lakes Superior, Michigan and Erie, also took a four-hour radar operation course and a one-day course to renew his unlimited license while at the Paul Hall Center. "This really worked out well for me," he noted.

Clint Ross, a 20-year Seafarer and employee of Great Lakes Towing, said he was "impressed with the overall setup at Piney Point. The school is a great idea."

He rated the special AB course as "difficult, but there were no problems. I learned a lot of new things and more details about others. The lifeboat training and rope-tying were highlights," said Ross, 53.

Like Ross and Young, 35-

year-old Deckhand Dale Leonard Jr. had taken one other class at the Lundeberg School, approximately two years ago. Leonard, an employee of Luedtke Engineering, said he took the AB course "to better myself as a seaman. I figured it would help."

Leonard said he "learned quite a bit of new information. The rules of the road were particularly helpful."

Luedtke Engineering is a full-service marine construction company that operates throughout the Great Lakes Basin and the upper Mississippi River. It is based in Frankfort, Mich.

Upper Lakes Towing is based in the town of Escanaba, in the upper peninsula of Michigan. The barge and tugboat company transports salt, iron ore, stone and coal between lakes Michigan, Huron and Erie, as well as from Lake Superior to Lake Michigan in the Indiana Harbor.

Great Lakes Towing, based in Cleveland, is a harbor towing company that operates in all the major ports throughout the Great Lakes.

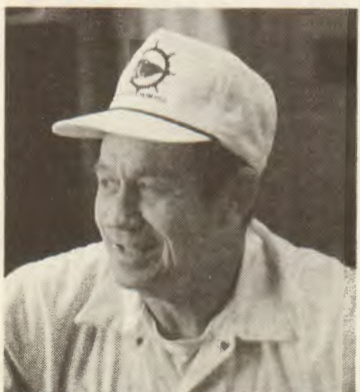
Agency Extends Deadline For Towboat Operators to Get Radar Endorsement

The U.S. Coast Guard last month announced it is extending the deadline for towboat operators to secure a radar-observer endorsement to June 1. The original deadline was February 15.

The extension means that licensed operators and all other pilots of radar-equipped, uninspected towboats which are 26 feet or more in length and which operate on U.S. waterways must possess a radar-observer endorsement by June 1.

Mariners who already have a towboat operator's license but no radar endorsement may take a four-hour radar operation course which will result in obtaining a radar certificate that is valid as an endorsement until the mariner's license expires or is renewed or upgraded.

Seafarers who have an operator's license but no radar endorsement and who want to take the four-hour radar operation class should contact their port agent.



Capt. Joe Tucker, Crescent Towing, also took the radar class at the SIU hall in Mobile, Ala.



Twenty-five Seafarers completed a special three-week AB course last month at the Lundeberg School.

Officer Unions File Suit To Block APL Flag-Out

Several deck and engine officers employed by American President Lines (APL) and their unions filed a suit in federal district court seeking to block APL from operating six new container ships under foreign registry.

The February 28-submitted lawsuit is similar to the case filed in U.S. District Court for the District of Columbia on January 12 by the SIU Pacific District, made up of the Sailors' Union of the Pacific, Marine Firemen's Union and the SIU Atlantic, Gulf, Lakes and Inland Waters District.

Similar to SIU Suit

The SIU's suit asks the court to overturn the decision of the Maritime Administration (MarAd) to allow APL to flag-out six C-11 ships due out of the shipyard this year and next.

The ships' officers along with the International Organization of Masters, Mates & Pilots (MM&P) and District No. 1-Marine Engineers Beneficial Association (MEBA), have asked the court to nix MarAd's waiver of Section 804(a) of the Merchant Marine Act of 1936, which prohibits an American ship operator receiving operating differential subsidies from the U.S. government, as APL does, from owning or operating foreign-registered ships that compete with American-owned vessels in key trade routes.

Unfair Competition

The APL ships' officers, MM&P and MEBA contend that MarAd's decision to allow APL to operate the six ships under foreign registry violates the 1936 Act which was established to buttress the nation's defense interests and encourage domestic and international trade through the development of a strong U.S.-flag shipping capability made up of American-owned ships crewed by American seamen.

Among the ships on which the officers sail are APL's C-8 class vessels and on one Pacesetter class ship that will be replaced by the company's new ships. Their suit notes that when these ships are retired and the foreign-flag C-11s put in their place, the new vessels will compete directly with U.S.-flag carriers that are both subsidized and unsubsidized.

In conjunction with the filing of the lawsuit, the maritime unions staged demonstrations outside APL headquarters in Oakland, Calif. and APL offices and facilities in San Pedro, Calif. and Seattle. Hundreds of Seafarers, MM&P and MEBA members, as well as retired seamen, marched and chanted in protest.

The lawsuit states that if APL flags-out its new containerships, it will be the first time a U.S. subsidized shipping company has been allowed to operate a fleet that contains both subsidized U.S.-flag ships and foreign-flag vessels on the same trade route.

Procedures Violated

Additionally, the suit says that APL's application was not considered by the Maritime Subsidy Board at MarAd, a process required by law.

At press time, among the MM&P ships' officers serving as plaintiffs are Arthur D. Clifford, master, *President Harrison*; Fred J. Gloor, master, *President Harrison*; Robert J. Hannah, chief mate, *President Harrison*; Joseph Michael, second mate, *President F.D. Roosevelt*; Richard Nelson, master, *President F.D. Roosevelt*; Norman Nielsen, chief mate, *President Truman*; Peter Rolf Ohnstad, chief mate, *President Harrison*; Richard Oprison, second mate, *President Truman*; Tomas Pearce, third mate, *President F.D. Roosevelt*; Walter Reimann, second mate, *President Harrison*; Paul Senych, third mate,



Protesting APL's abandonment of the U.S. flag, hundreds of American seamen demonstrated outside the company's headquarters in Oakland, Calif. At the same time, a lawsuit against APL's flag-out move was being filed in federal court by APL ships' officers and their unions, MM&P and MEBA. The lawsuit is similar to the one filed by SIU Pacific District Unions in January.

President Truman; Raymond A. Wood, master, *President Washington*; John Monson, master, *President Truman* and George Wertann and Keith Lawrence, two MM&P members who ship primarily on APL vessels.

MM&P Vice President Pacific Ports Captain Paul H. Nielsen noted that more union members are expected to sign on to the lawsuit as plaintiffs in the upcoming weeks.

MEBA officers signed on to the suit are Bill Braun, first assis-

tant engineer, *President Roosevelt*; Marty Pezzaglia, chief engineer, *President Harrison* and William Hassler, first assistant, *President Harrison*.

The Maritime Administration next must respond to the ships' officers lawsuit in the U.S. District Court for the Northern District of California, where it was filed. Similarly, MarAd must file its reply to the SIU's suit submitted to the federal court in Washington, D.C.

Correction

The article in the February 1995 edition of the *Seafarers LOG* entitled "APL Flag-Out Waiver Violates U.S. Law, Charge SIU Unions" (pages 1 and 9) inaccurately identified American President Lines as the party that must make the next move in response to the lawsuit that was filed by SIU Pacific District Unions.

That suit, submitted to the U.S. District Court for the District of Columbia, challenges the Maritime Administration's ruling that allows APL to operate six new containerships under foreign flag in competition with the company's U.S.-flag fleet.

The article should have identified the next court move as the Maritime Administration's. It is up to the Maritime Administration to respond to the SIU's suit.

Former N.O. Port Official Marty Kanoa Dies at 68



Martin A. Kanoa

Martin A. Kanoa, a retired SIU member and port official, died January 4 at South Central Regional Medical Center in Laurel, Miss. He was 68.

Born in Hawaii, Kanoa began his sailing career in New Orleans aboard the *Claiborne*. Other ships on which he sailed in the early '60s were the *Alice Brown*, *Wang Archer*, *SS Alcoa Roamer*, *Alcoa Partner* and *Transnorthern*.

After coming ashore in the mid '60s, Kanoa worked as a doorman in the New Orleans hall. He helped pay off ships and assisted with beefs and organizing drives—duties now associated with those of a port patrolman.

Retired SIU Official Buck Stephens remembers Kanoa very well. "I knew him since he first joined the SIU," Stephens said. "He was one of the best. He was well liked by the membership."

Another person who knew Brother Kanoa from his days at the hall in New Orleans is the Sailors' Union of the Pacific port agent in that city, Henry Johansen. "Marty always protected the union," Johansen reminisced. "He helped out wherever and whenever he was needed—a real Johnny-on-the-spot."

A veteran of the U.S. Army during the Korean conflict, and a member of the special forces unit during WWII, Kanoa retired from the SIU on November 1, 1985. He is survived by his wife of 34 years, Betty Lou; three sons, Martin A. Jr. of Slidell La., and William Paul and Jorge A., both of Laurel; one daughter, Virgine Ann of Honolulu; three brothers; one sister, and two grandchildren.

Sabine Crews Approve 3-Year Pact

Seafarers who sail aboard tugboats and barges operated by Sabine Transportation Company's inland division last month overwhelmingly approved a three-year contract that calls for wage and pension increases and an increase in a special rate of pay for tankermen that kicks in under certain conditions.

Voting took place aboard Sabine tugs and barges throughout the Gulf Coast region

and in the Midwest.

More than 75 mariners are covered by the contract, which expires in 1998.

"I think we did pretty well," said Tankerman Ron "Moses" Hawes, who was a member of the negotiating committee. He cited the tankerman pay, the pension increase and the maintenance of travel expense reimbursement as highlights of the pact. "We also got wage reopeners in the

second and third years," Hawes noted.

The tankerman special pay rate is known as "avoidance pay." This, according to the accord, is paid "... when a shore tankerman might otherwise be utilized as determined by the company, any off watch tankerman (or engineer holding a tankerman's endorsement whether on or off watch)" will be paid for a minimum of three hours per call-out "while

engaged in cargo transfer operations."

Seafarers sail as chief engineers, assistant engineers, tankermen and ordinary seamen aboard Sabine vessels. They transport petrochemicals, including jet fuel, diesel and gasoline, primarily between the Gulf Coast, Florida and the mid-Atlantic states.

Sabine is a subsidiary of Houston-based Kirby Corporation.



Ready to vote on the new three-year contract are (from left) Tankerman Donald Tabicoe and OSs Billy Sanford and Gregory Rideaux. The new pact provides for wage and pension increases.

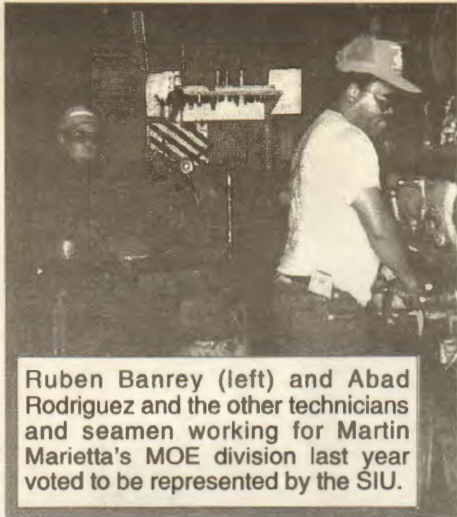


Andromeda Chief Engineer John Lebleu is one of 75 Sabine boatmen covered by the new pact.

Make sure Maritime's Message is heard in the right places

Support Spad

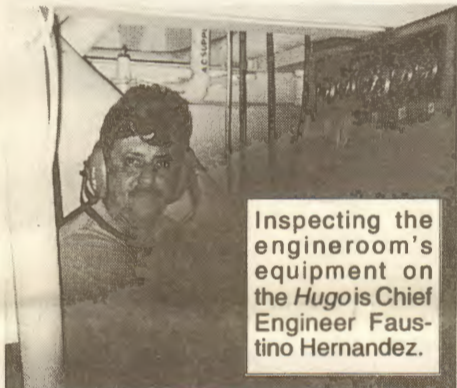
Navy's Torpedo Recovery Vessels' Crews Set Sights On Union Contract



Ruben Banrey (left) and Abad Rodriguez and the other technicians and seamen working for Martin Marietta's MOE division last year voted to be represented by the SIU.



William Evans (right) a marine tech, and Carlos Figueroa ensure the ships' machinery is in tip-top shape.



Inspecting the engineroom's equipment on the *Hugo* is Chief Engineer Faustino Hernandez.



Preventive maintenance on the P.R.-based missile recovery boats is a way of life for Seafarers (from left) David Rivera-Martinez, Thomas Jones and Ricardo Alvarez.



When it comes to meeting the military's missions, it is business as usual for Seafarers crewing and maintaining the U.S. Navy's torpedo and missile recovery vessels operated by Martin Marietta's Marine Ocean Engineering (MOE) division based at Ceiba, Puerto Rico. But, for these Seafarers, there are some extraordinary activities going on as well.

The extraordinary work of the Martin Marietta MOE seamen and maintenance technicians is negotiating a first union contract. Last year, by a vote of 37 to 2 in an election conducted by the impartial government agency, the National Labor Relations Board, the torpedo recovery vessel seamen and technicians chose to be represented by the SIU.

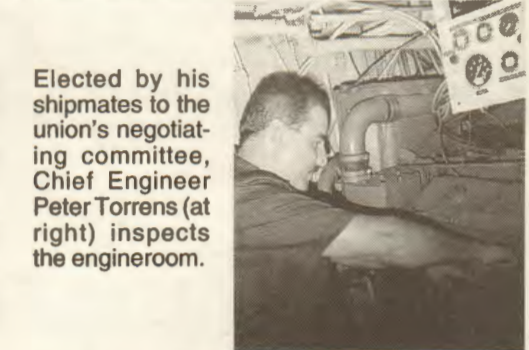
Since the election, the Seafarers at Martin Marietta's Ceiba facility, located there because of its proximity of the Navy's Roosevelt Roads base, have prepared their list of contract demands, elected a negotiating committee of four and begun bargaining.

Elected by their fellow Seafarers to serve on the negotiating committee with the SIU's Puerto Rico-based port agent, Steve Ruiz, are Andy Carrasquillo, Osvaldo Cordero, Richard Rhinehart, William Puhle and Peter Torrens.

Among the torpedo recovery vessels operated by the MOE group are the *Hugo* and the *Hunter*, both 1,200 deadweight tons with twin screw engines.



Gear storage space is given a coat of paint by Wallace Barr, chief mate.



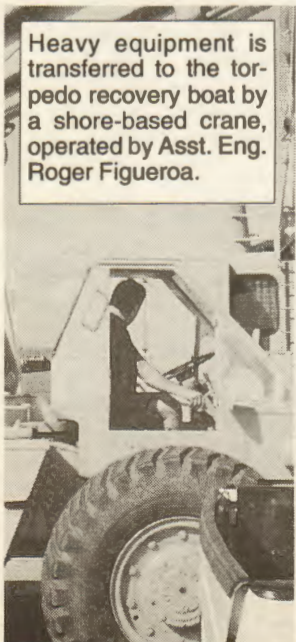
Elected by his shipmates to the union's negotiating committee, Chief Engineer Peter Torrens (at right) inspects the engine room.



One of the five rank-and-filers serving on the bargaining group, Second Mate Richard Rhinehart repairs shipboard equipment.



Oswaldo Cordero (left) a member of the union's bargaining team, Ray Mendez (center) and Jorge Melendez work on a vessel's electronics equipment.



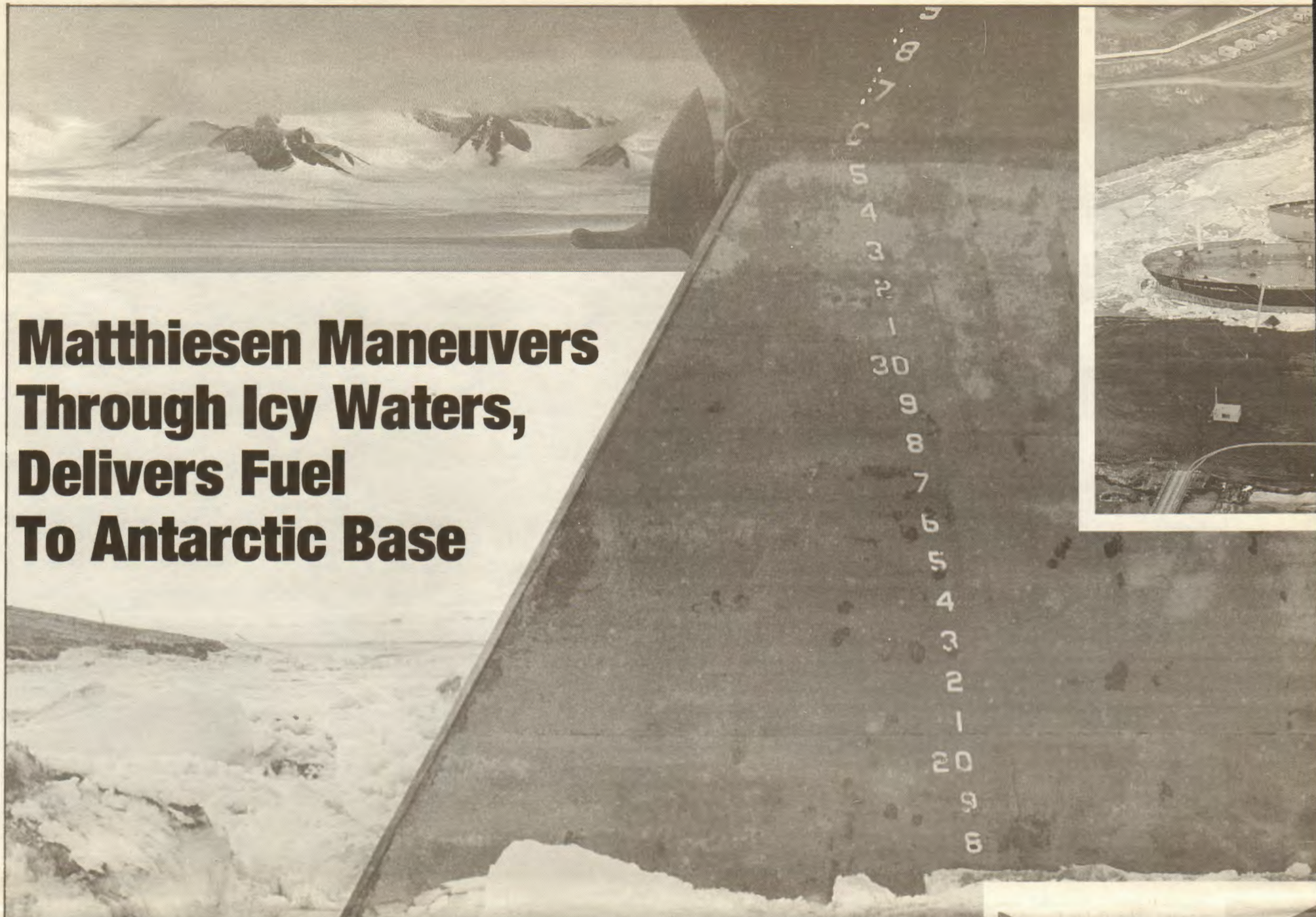
Heavy equipment is transferred to the torpedo recovery boat by a shore-based crane, operated by Asst. Eng. Roger Figueroa.



Deckhands Manuel O. Rodriguez (left) and David Lopez take advantage of beside-the-dock time to maintain vessel equipment.



Sandblasting and painting the vessel's deck are Antonio Pizarro (left) and Victor Gutierrez, who sail as deckhands.



Matthiesen Maneuvers Through Icy Waters, Delivers Fuel To Antarctic Base

SEAFARERS aboard the *Richard G. Matthiesen* crossed two oceans and several seas and struggled to overcome fierce winds and massive ice formations to safely deliver a year's worth of petroleum products to two ports in Antarctica.

For the tenth consecutive year, Seafarers crewed an Ocean Shipholding, Inc. tanker representing the United States of America, the U.S. Department of Defense and the National Science Foundation (NSF) in the annual petroleum resupply program to Antarctica known as "Operation Deep Freeze."

The *Matthiesen*, currently operating on a long-term charter to the Military Sealift Command (MSC), delivered a total of 202,415 barrels of jet fuel, diesel fuel and gasoline to scientific bases in Antarctica.

Calvin A. Bancroft, vice president fleet operations for Ocean Shipholding, Inc., told a reporter for the *Seafarers LOG*, "Those who sailed with the *Matthiesen* to Antarctica did an excellent job as they have done in all the years past. It is generally a dangerous mission due to the winds, ice and cold that make up most of the very, very long and desolate voyage."

Program Started in 1986

What began as an expeditionary activity for Ocean Shipholding, Inc. using the SIU-crewed *Paul Buck* in January 1986 has evolved into a permanent annual practice of supporting U.S. scientific interests in the polar region.

The resupply operation takes place during the austral summer months in Antarctica while the planning process goes on throughout the year by NSF, MSC and Ocean Shipholding, Inc.

As part of Operation Deep Freeze, an SIU-crewed Ocean Shipholding tanker delivers enough petroleum products to keep McMurdo Station in Winter Quarters Bay (located in the Ross Ice Shelf in Antarctica) operating for one full year. The scope of research at the base includes biology, human physiology, meteorology, upper atmosphere physics, solid earth geophysics, geology and glaciology. The scientific base relies on the petroleum for heating, operating generators and machinery, flying planes and aiding in almost everything having to do with scientific research. Because of the remote location of the base, it is resupplied only once per year.

McMurdo Station consists of approximately 110 buildings, graded roads, a power plant and power lines, as well as water supply and waste disposal systems, a communications system, surface vehicles, a heliport, a docking area and a fuel depot.

The depot contains 20 storage tanks with a total capacity of eight million gallons of fuel. Six diesel generators provide electrical power for the station. A salt-water distillation plant, also diesel fueled, produces fresh water for most station needs.

This year the *Matthiesen* additionally delivered fuel to an Italian research station at Terra Nova Bay in Antarctica, as part of a reciprocal agreement between the U.S. and Italy, bringing the

total amount of fuel delivered to Antarctica by the ship to more than eight-and-a-half million gallons.

Voyage Preparation

Seafarers boarded the *Matthiesen* in St. Theodore, Greece at the beginning of December where the petroleum barrels were loaded, fresh stores were brought on and crewmembers began preparations for the long journey.

The steward department, headed by Chief Steward David Smith, began planning meals for the months spanning the voyage to Antarctica with enough fresh stores to last until their return to the United States early this month.

"A lot of planning by the galley gang goes into such a long trip," noted Bancroft. "Generally, the department must pre-plan everything for the entire period. Fresh provisions must be planned very carefully so that they last, and that is not an easy job for such a long sailing time," the Ocean Shipholding, Inc. official explained.

The ship departed from Greece and headed for Fremantle, Australia, via the Suez Canal, and arrived there on New Year's Eve. It left for McMurdo on January 2.

The initial part of the voyage from Fremantle to McMurdo Station was fairly smooth. In the master's report, Captain Severin A. Samuelsen stated, "Even though we encountered gale winds, we rode comfortably with quartering seas nearly the whole route to the first band of ice."

On January 10, a U.S. Coast Guard ice cutter, the *USCG Polar Sea*, contacted the *Matthiesen* and provided ice information, including a fax of ice charts. "I was contacted by the *Polar Sea* and informed of her position. . . I was also filled in on the extent of ice in McMurdo and surrounding

area. The ice picture was quite heavy," wrote the captain.

He explained that the faxed charts showed a band of ice extending well north and east of the area in which the *Matthiesen* had to enter in order to get to the scientific base.

Changing Course

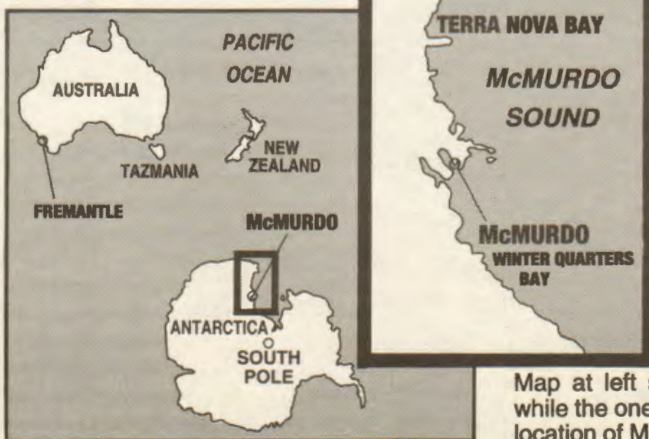
The captain added that it was at this point that the *Polar Sea* recommended that the ship adjust its course. "A band of pack ice (which is loose and often is moved by wind) extended for about 150 miles before open water. The fast ice (which is attached to the shore) out of McMurdo on this date was extensive, reaching approximately 40 miles

from the base. It that we encountered

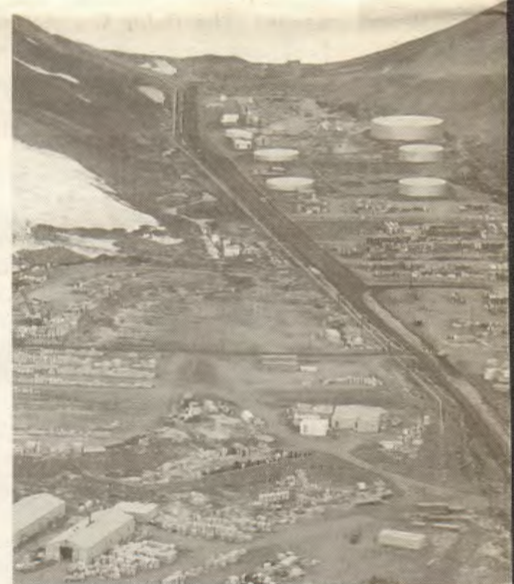
iceberg," recalled the captain. The *Matthiesen* with the *Polar Sea* with the cutter set for the 32,572 DV rest of the icy voy

Captain Sam that for the next *Matthiesen* sailed Guard vessel approximately 300 ice.

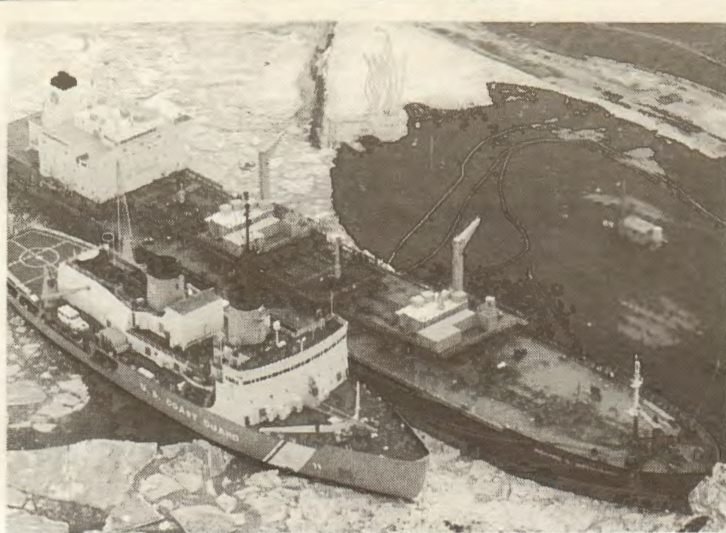
"It is very im helmsman ma course behind th ice breaker beca that is cleared fo very extensive," Shipholding's qualified helmsn to be very aware night. In addition AB has to be ver



Map at left shows the continent of Antarctica, while the one above provides a closer look at the location of McMurdo Station.



The U.S. research station at McMurdo includes buildings and is populated by anywhere from people, depending on the time of year.



expertly maintain the ship's engines to sustain such work, and their expertise is always appreciated," noted Bancroft.

The ship kept up this process in the ice for about half an hour which allowed 90 percent of the ice to be evacuated. Once this was completed, the ship maneuvered into position about 15 feet off the pier and prepared to discharge the cargo.

The *Matthiesen* had to transfer the fuel to the station's shore tanks. The cargo hoses were hooked up and pumped to shore by members of the deck department, headed by Bosun Harry Johns.

When all the cargo had been offloaded, SIU members washed the empty cargo tanks to prepare for ballast.

Sails for Italian Base

Once the ballast was completed, the vessel was ready for the transit to Terra Nova Bay, the Italian base. While the ice conditions remained problematic, the *Matthiesen* made the short voyage to Terra Nova Bay safely, with the aid of the Coast Guard cutters, and arrived February 1.

"The unique difference between McMurdo Station and the Italian base is that Terra Nova Bay does not have an ice pier or any type of pier for the ship to dock while discharging the cargo," explained Bancroft.

"The *Matthiesen* has to rely on the ice in the area to wedge into place so that it will not move while the shoreside personnel and crewmembers arrange the cargo hoses across the ice to the Italian station for discharge of the petroleum," he stated.

"While ice can cause problems for large tankers such as the *Matthiesen*, in Terra Nova Bay you want the ice. The ice is all that will hold the ship in place while discharging cargo. The ship's biggest enemy is the winds in Terra Nova Bay which can come down from the mountains at speeds of up to 100 knots at sustained duration," the shipping official explained. "It is these winds that have the force to eliminate the ship's tenuous position in the ice. It is a very dangerous situation," he said.

But during the early stages of the *Matthiesen's* mission at Terra Nova, the vessel encountered no problems. According to Captain Samuelsen, the ship initially was secure in the ice. "A [ice] floe by the manifold acted as our pier, and the hose was repositioned to come over to the vessel at this point. We also used the same floe to place our gangway on," explained the captain in the master's report.

"We were secured in position and we commenced discharging operations. The engines were placed on dead slow ahead to hold the ship into position. The wind had shifted, and this was causing the vessel to move aft slowly. Once we placed the engines

The only way to reach McMurdo Station by ship is to break through the ice that extends from the shore. In photo directly above, water depth is approximately 200 feet.

ahead, we stabilized and kept the vessel secured in the notch. We maintained this position during the night by leaving the engines ahead throughout," wrote the captain.

Dangerous Winds

However, high winds soon forced the *Matthiesen* to make a slightly early exit. During the night the winds increased to 20 knots, with gusts to 30 knots. Around midnight, the ice was breaking up in the bay and cracks were developing on the north side, working toward the vessel. The ice floe on the port side of the *Matthiesen* (by the manifold) was working in the swell, and the captain and crew became concerned that the ship would lose position.

The winds increased to more than 30 knots and were gusting, causing the ice surrounding the *Matthiesen* to break up much more quickly.

"The bow sheered to starboard and I put the rudder 15 degrees left to hold it steady," recalled the captain.

"The ice was starting to crumble around the bow and we were rapidly losing our hold in the ice. I stopped cargo to disconnect and depart the area," stated the captain.

Due to the unexpected halt in discharge, the vessel was unable to empty all the cargo and departed Terra Nova Bay with 847 barrels of petroleum. However, the *Matthiesen* was able to discharge 5,315 net barrels which, according to Bancroft, "is more than enough to keep the Italian base operating for a year or more."

The ship began its transit to New Zealand for bunkers and then on to Houston, thus marking

the home stretch of "Deep Freeze '95."

Crew Congratulated

Numerous industry, military and company officials commended the captain and crew of the *Matthiesen* for a job well done delivering the petroleum to the Antarctic science stations under difficult conditions.

NSF Operation Systems Manager Dr. David Bresnahan wrote in a telex to the ship, "On behalf of the National Science Foundation's Office of Polar Programs, I would like to thank Captain Samuelsen and the crew of the *MV Richard G. Matthiesen* for the exceptional effort expended to refuel the Italian station at Terra Nova Bay, Antarctica. Your tremendous accomplish-

ment under the most difficult environmental conditions attests to your professionalism and outstanding seamanship. Your willingness to undertake this most difficult mission will allow the Italian Antarctic program to continue valuable scientific research next year."

Also in a telex sent to the ship, Naval Support Force Antarctica Commanding Officer, Captain Jack B. Rector stated, "You are commended for your superb performance during the refueling of the Italian Antarctic program station at Terra Nova Bay. Under the best of circumstances, this is a difficult operation. This season, strong winds and dynamic ice conditions conspired to make the evolution even more challenging. Your successful completion of this operation will pay dividends to both the U.S. and Italian Antarctic programs and is a direct reflection of your professionalism and outstanding seamanship. Your efforts are greatly appreciated."

The *Matthiesen* was scheduled to return to the port of Houston at the beginning of this month.

In addition to the *Matthiesen* and *Buck*, Ocean Shipholding, Inc.'s *Gus W. Darnell* has participated in past operations to refuel the scientific bases on Antarctica.

The SIU crewed *Matthiesen*, aided by U.S. Coast Guard ice cutters, recently delivered a year's worth of crucial petroleum products to scientific bases in Antarctica.

location of the ice formations, the channel and the course."

By January 17, the ice extending from McMurdo Station had diminished to 25 miles. Still, the captain was notified that the *Matthiesen* would have to wait approximately five days to allow the *Polar Sea* and a second Coast Guard cutter, the *Polar Star*, to clear the way.

In a stop-and-go transit, the *Polar Sea* and *Polar Star* broke the ice for the *Matthiesen*, and the tanker refueled the *Polar Star* as needed. The *Polar Sea* escorted the *Matthiesen* into the channel entrance where the vessel notched into the ice to await completion of ice breaking in the channel.

Arrival at McMurdo

After finally arriving at McMurdo Station on January 24, the *Matthiesen* offloaded the petroleum while docked against an ice pier. The ice pier, or wharf, is 659 feet long by 459 feet wide and is constructed of ice in Winter Quarters Bay. Supply vessels, such as the *Matthiesen*, can berth on the wharf for unloading.

(Every five to seven years, a large chunk of ice is placed in position near the shore. Using fresh water, it is melted into place. Because the temperatures in this part of Antarctica rarely rise above 40 degrees Fahrenheit in the summer months and can be as cold as -127 degrees Fahrenheit during the winter months, the ice pier does not need "replenishing" very often.)

According to reports by the captain, the *Matthiesen's* bow was positioned approximately halfway up the pier with the vessel angled out about 30 degrees. At that point, the captain and crew positioned the ship into location by alternately using rudder and engines to shift the stern back and forth (in a "wiggling" motion) until the ice between the dock and ship was loose and started to pull.

The bow stopped at the end of the pier where the pack ice would not allow the vessel to move up any further. The crew kept the engines half ahead, causing the ice to flow out from between the pier and the vessel.

"The engine department has to

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250 to 1,100

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the captain.

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Why Take Fuel to Antarctica?

Antarctica at first may seem like an undesirable place to take a tanker. But when the task is keeping valuable research operations going year-round, one can understand the importance of delivering much-needed petroleum products to the frosty continent.

An ice sheet (averaging 2,160 meters thick) covers all but about 2 percent of Antarctica's 14 million square kilometers. Additionally, parts of Antarctica literally are the world's windiest places.

But Antarctica's location and climate offer exceptional opportunities to study marine and terrestrial biology, biomedicine, geology, geophysics, glacial geology, meteorology, aeronomy and upper atmosphere physics. Additionally, the dynamics of Antarctica's massive ice sheets are an important piece of the global-warming puzzle.

The largest Antarctic research station, McMurdo, is built on the southernmost ground that is reachable via ship. Established nearly 40 years ago, McMurdo includes more than 100 buildings ranging in size from small radio shacks to bigger, multi-story structures. Repair facilities, domes, administrative buildings, a firehouse, power plant, water distillation plant, wharf, stores, clubs and warehouses are linked by above-ground water, sewer, telephone and power lines. Of course, McMurdo contains state-of-the-art equipment to aid researchers and advance science and technology.

The station's population has exceeded 1,100 during the snow-free summer months; in the winter, that number is reduced to about 250.



This photo of the *Matthiesen* was taken during summertime at McMurdo Station, but, as shown, snow and ice are year-round companions at the world's southernmost continent.

A Runaway Skips Out on Wages, ITF Wins \$5,187 in AB's Back Pay

The International Transport Workers Federation (ITF) last month obtained more than \$5,000 in back wages owed to a Ukrainian able-bodied seaman who had sailed on a runaway-flag vessel.

Through the efforts of Spiro Varras, the SIU's ITF inspector, AB Nicolay Stremetskiy received \$5,187.98 in back pay for more than three months' work.

Following a disagreement with the vessel's master, the AB left the Cyprus-flag ship *Atlantis Two* in late 1994 without being paid in accordance with the ITF standard agreement. Instead, he received less than half the amount called for in the contract.

He later contacted the ITF while working aboard a different vessel, which was unloading cargo in Newark, N.J.

Varras quickly arranged for Stremetskiy to receive his compensation, saved in an escrow account of the ITF secretariat in London.

In a way, the delay in paying the AB may have worked to his advantage. After he left the *Atlantis Two*, "He went back to Ukraine and never received his pay. But if it had been sent through the



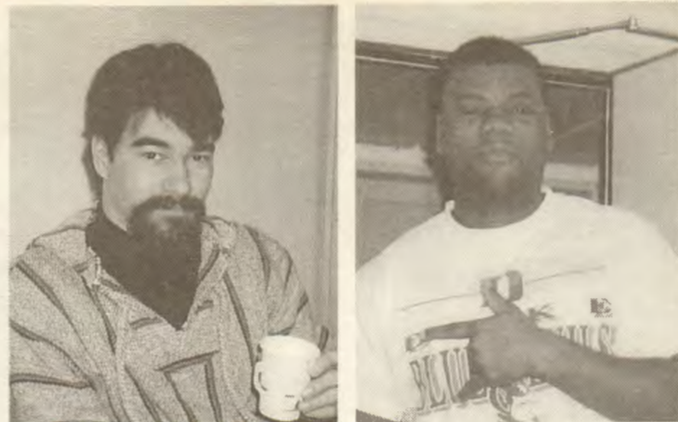
Spiro Varras (left), the SIU's ITF inspector, secured more than \$5,000 in back pay that was owed to Ukrainian seaman N. Stremetskiy.

Ukraine government, he never would have gotten it," explained Varras. "The government would have taken the money."

Varras added that the AB "was very happy to collect his back wages, which would represent 25 months' worth of earnings on [Ukraine]-flag ships."

Based in London, the ITF strives to improve the working standards and pay levels of crewmembers on runaway-flag ships. The organization represents 400 democratic trade unions in 100 nations representing workers in a variety of transportation-related jobs.

CS Maeda Praises SAs Aboard Global Link



SA James Alsobrooks

SA Hayward Pettway

Brandon Dwight Maeda, chief steward aboard the *Global Link* is very proud of his steward assistants "and would love to show them off," he wrote in a note to the *Seafarers LOG*. Accompanying the note were photos of the six galley gang members aboard the ship, each from a different region of the country: **Monell Liburd** of St. Thomas, U.S. Virgin Islands; **Victor Smith** of Philadelphia; **Harry Galderia** of Honolulu; **Hayward Pettway** of Mobile; **Edward Siu** of San Francisco, and **James Alsobrooks** of Picayune, Miss.

The 479-foot vessel, one of Transoceanic Cable Ship Co.'s five cable-laying and repair vessels which operates in behalf of its parent company, AT&T, is home-ported in Baltimore.



SAs Monell Liburd, Edward Siu, Harry Galderia and Victor Smith get ready to start another day's work.



The first snowstorm of '95 in Baltimore blankets the *Global Link*.



Keeping the crew well fed is one duty of the steward department, represented here by, from left, Chief Cook Lito G. Acosta, Chief Steward William C. Wroten and GSU Jim Abellano.



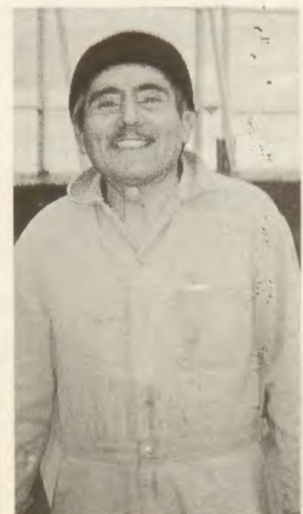
AB Ahmed M. Baabbad (left) and AB Darrell E. Peterson wash down the ship's deck.

Sea-Land Pacer Sails Weekly Shuttle

It is life in the fast (sea)lane for crewmembers in all departments aboard the *Sea-Land Pacer*. The weekly shuttle run between Pusan, South Korea and Yokohama and

Tokyo, Japan means a quick turnaround in each port for the *Sea-Land Service* ship.

The photos appearing here were taken by Capt. Mike Nelson.



Supervising the deck work is Bosun Francisco Munoz.



AB Rodolfo Asopardo (left) mixes paint while AB Russell D. Haynes prepares to start the painting process.

Another Job Well Done



Crewmembers aboard the *Sea-Land Discovery* are able to reap the culinary benefits of meals prepared by Chief Steward Diego Hatch (left) and Chief Cook Jorge Salazar, photographed in the ship's galley while at port in San Juan, P.R.

Seafarers International Union Directory

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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

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Jacksonville, FL 32206
(904) 353-0987

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99 Montgomery St.
Jersey City, NJ 07302
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MOBILE
1640 Dauphin Island Pkwy.
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NEW BEDFORD
48 Union St.
New Bedford, MA 02740
(508) 997-5404

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

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

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

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

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

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

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

Government Services Division
(415) 861-3400

SANTURCE
1057 Fernandez Juncos Ave., Stop 16 1/2
Santurce, PR 00907
(809) 721-4033

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

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

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

Dispatchers' Report for Great Lakes

JANUARY 16—FEBRUARY 15, 1995

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

Port	DECK DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	28	3	0	1	0	0	39	8
Port	ENGINE DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	13	1	0	0	0	0	20	3
Port	STEWARD DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	8	3	0	0	0	0	12	3
Port	ENTRY DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	16	6	0	0	0	0	37	25
Totals All Departments	0	65	13	0	1	0	0	108	39

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

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

Dispatchers' Report for Inland Waters

JANUARY 16—FEBRUARY 15, 1995

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

Region	DECK DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	3	0	0	2	0	0	20	2	0
Gulf Coast	8	2	10	2	1	3	6	3	14
Lakes & Inland Waters	38	0	0	0	0	0	42	0	0
West Coast	1	1	10	30	2	6	5	9	43
Totals	50	3	20	34	3	9	73	14	57
Region	ENGINE DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	2	0	0	1	0	0	2	1	0
Gulf Coast	1	1	3	0	0	0	1	1	3
Lakes & Inland Waters	15	0	0	0	0	0	22	0	0
West Coast	1	0	0	5	0	0	1	0	1
Totals	19	1	3	6	0	0	26	2	4
Region	STEWARD DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	1	0	0	1	0	0	2	0	0
Gulf Coast	2	2	1	1	0	0	1	2	1
Lakes & Inland Waters	1	0	0	0	0	0	6	0	0
West Coast	0	1	1	0	0	0	1	1	6
Totals	4	3	2	2	0	0	10	3	7
Totals All Departments	73	7	25	42	3	9	109	19	68

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

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

SIU BULLETIN BOARD

PAY VOUCHERS NEEDED WITH SOME VACATION APPLICATIONS

Seafarers sailing aboard the following vessels must provide copies of their pay vouchers when filing for vacation benefits related to employment.

- American Overseas**
Cape Washington
Cape Juby
Cape Johnson
Cape John
Cape Jacob
Cape Lambert
Cape Lobos
Cape Wrath
Wright
Curtiss
- Apex Marine Corp.**
Cape Trinity
Cape Taylor
Cape Texas
- Bay Ship Management, Inc.**
Mt. Washington
Petersburg
American Osprey
Potomac
Chesapeake
- International Marine Carriers, Inc.**
Cape Farewell
Cape Flattery
Cape Florida
Keystone State
Gem State
Grand Canyon State
Cape Fear
Green Mountain State
- Interocean Management Corp.**
Gopher State
Flickertail State
Cornhusker State
Diamond State
Equality State
- OMI Corp.**
Cape Mendocino
Cape May
Cape Mohican
Cape Race
Cape Ray
Cape Rise

UPCOMING PORT ARTHUR, TEXAS MEMBERSHIP MEETINGS

A general informational Seafarers membership meeting will be held on Wednesday, April 5, 1995 at 2:00 p.m. It will take place at the Ramada Inn on Highway 87 in Port Arthur. Contact the Houston SIU hall for further information.

UPDATE YOUR ADDRESS

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

If you have moved recently and have not yet notified the union, go to your nearest union hall and fill out a change of address form or send your new address (along with your name, book number and social security number) to: Address Control, Seafarers International Union, 5201 Auth Way, Camp Springs, MD 20746.

The growing ranks of SIU pensioners has been increased by 16 Seafarers who have ended their careers as professional mariners.

Thirteen of the union brothers signing off this month shipped in the deep sea division and three sailed the inland waterways.

Ten of the retiring Seafarers served in the U.S. military — four in the Army, three in the Navy, and one each in the Coast Guard, Air Force and Marine Corps.

Seven of those beginning their shoreside years attended recertification courses at the Lundeberg School in Piney Point, Md. **Carlos H. Canales**, **Willis N. Gregory**, **William R. Kleimola**, **John B. Lundborg** and **Aubrey Waters** completed the bosun recertification course. **Crisanto M. Modellas** and **Jack R. Utz** graduated from the steward recertification course.

Of all the Seafarers signing off this month, Brother Utz sailed the longest, having joined the union in 1948 in the port of Baltimore.

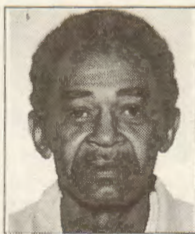
On this page, the LOG presents brief biographical accounts and the seagoing activities of this month's pensioners.

DEEP SEA



CARLOS H. CANALES, 57, signed on with the Seafarers in 1955 in the port of New Orleans. He sailed in the deck department, working his way up to bosun. Brother Canales graduated from the recertified bosun course at the Lundeberg School in Piney Point, Md. in 1992. A native of Texas, Brother Canales currently resides in Florida.

GEORGE W. DAVIS, 64, began sailing with the SIU in 1960 from the port of New Orleans.



Brother Davis shipped in the steward department and upgraded his skills at the Lundeberg School. Born in Mississippi, Brother Davis currently resides in Louisiana.

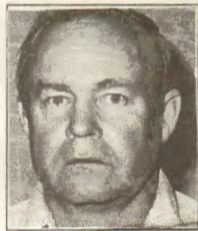


MICHAEL M. ENDRES, 63, joined the union in 1956 in the port of Baltimore. Brother Endres sailed as a member of the steward department. He served in the U.S. Army from 1953 to 1955. Born and raised in Maryland, Brother Endres has retired to his home state.

CHARLES J. GALLAGHER, 66, was born in New Jersey. He began sailing with the SIU in 1967



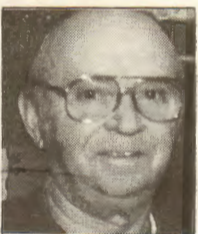
from the port of New York. Brother Gallagher shipped in the engine department and later upgraded to QMED. He also sailed as chief electrician. Brother Gallagher attended the Lundeberg School regularly for additional training and upgrading. He served in the U.S. Navy from 1945 to 1965. Brother Gallagher has retired to New Jersey.



WILLIS GREGORY, 62, signed on with the union in 1957 in the port of New York. He sailed in the

deck department. Brother Gregory graduated from the bosun recertification program at the Lundeberg School in 1982. He served in the U.S. Navy from 1949 to 1953. Born and raised in Virginia, Brother Gregory continues to live there.

WILLIAM R. KLEIMOLA, 68, began his sailing career with the Seafarers in 1952 from



the port of Baltimore, shipping as a member of the deck department. Brother Kleimola completed the bosun recertification course in 1973 at the Lundeberg School. He served in the U.S. Navy from 1944 to 1946. Born in Michigan, Brother Kleimola now resides in California.



JOHN B. LUNDBORG, 61, signed on with the Seafarers in 1963 in the port of New York.

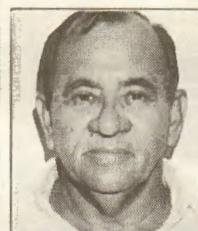
Lundborg, who was born in Sweden, sailed in the deck department. He graduated from the bosun recertification course at the Lundeberg School in 1981. Brother Lundborg now lives in Washington state.

CRISANTO M. MODELAS, 69, joined the SIU in 1964 in the port of Seattle.



Brother Modellas shipped in both the engine and steward departments and completed the steward recertifica-

tion course at the Lundeberg School in 1980. A World War II veteran, he served in the U.S. Army from 1942 to 1946. Born in the Philippines, Brother Modellas has retired to Seattle, which he calls his second home.



upgraded to QMED at the Lundeberg School. Brother Soto has retired to his native Puerto Rico.



FRANK P. PAPPONE, 65, a native of Massachusetts, joined the union in 1969 in the port of St.

Louis. Brother Pappone sailed in the steward department. He served in the U.S. Army from 1949 to 1952. Brother Pappone makes his home in California.

DERRELL G. REYNOLDS, 64, signed on with the Seafarers in 1970 in the port of



Mobile, Ala. Brother Reynolds sailed in the steward department. He served in the U.S. Navy from 1949 to 1953. A native of Mississippi, Brother Reynolds currently resides in Alabama.

RAMON TORRES SOTO, 64, a native of Puerto Rico, joined the SIU in the port of New York in 1968. He sailed in the engine department and

JACK R. UTZ, 65, began sailing with the union in 1948 from the port of Baltimore. He shipped in the steward department.



Brother Utz upgraded four times at the Lundeberg School and completed the steward recertification course there in 1980. He also is a 1978 recipient of a Seafarers scholarship, which he used to earn a bachelor's degree. The steward was known aboard ship for the newsletters he wrote and produced. Born in Maryland, Brother Utz presently lives in Washington state.



AUBREY L. WATERS, 66, born in Alabama, joined the Seafarers in 1965 in the port of Seattle. Sailing as a member of the deck department, Brother Waters graduated from the

bosun recertification course at the Lundeberg School in 1975. He served in the U.S. Coast Guard from 1948 to 1950. Brother Waters has retired to his native state of Alabama.

INLAND

EDWARD FORTNER, 67, joined the union in 1956 in the port of New Orleans. Boatman Fortner



served in many deck department ratings, including tanker-man. He last sailed as a pilot. Boatman Fortner served in the U.S. Air Force from 1945 to 1948. Born in Mississippi, he now resides in Louisiana.



BERT V. KAISER, 62, began sailing with the Seafarers in 1967 from the port of Detroit.

Born in Wisconsin, he started working in the Great Lakes division and later transferred to inland vessels as a member of the deck department. Boatman Kaiser presently lives in Michigan.

RAYMOND J. PITRE, 64, signed on with the SIU in 1958 in the port of New Orleans. Boatman Pitre



last sailed as a captain. He served in the Marine Corps from 1947 to 1949. Born and raised in Louisiana, Boatman Pitre continues to live there.

Scholarship Application Deadline, April 15, Is Just Around the Corner

April 15 is the deadline for mailing applications for one of seven scholarships being awarded in 1995 by the Seafarers Welfare Plan to help qualified Seafarers, their spouses and dependent children finance a college-level education.

As in past years, four of the scholarships are set aside for the children and spouses of Seafarers. Each of these four stipends is for \$15,000 to be used at a four-year college or university. The other three scholarships are for Seafarers themselves. One of the awards is for \$15,000 for use at a four-year institution of higher learning. The remaining two scholarships amount to \$6,000 each and may be used for study at a community college or vocational school.

April 15 is fast approaching, but with a little organization, there is still time to collect the necessary information and send in a completed application package.

First, an application form is required. The booklet containing this form may be obtained from any SIU hall or by filling out the coupon below and

returning it to the Seafarers Welfare Plan. Eligibility requirements are spelled out in the booklet.

The application form, itself, is easy enough to fill out. But the entire application package includes a number of additional items which must accompany the form. They include:

- autobiographical statement,
- photograph,
- certified copy of birth certificate,
- high school transcript and certification of graduation or official copy of high school equivalency scores,
- college transcript,
- letters of reference and
- SAT or ACT results.

With the cost of a college education rising each year, the SIU scholarship is one SIU benefit that can help members and their families realize their educational goals. But no one can be awarded a scholarship without filling out an application and mailing it to the Seafarers Welfare Plan by April 15.

Please send me the 1995 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and the application form.

Name _____

Book Number _____

Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for: Self Dependent

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

Digest of Ships Meetings

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

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

RANGER (Vulcan Carriers), September 25—Chairman **Larry McCants**, Secretary **Chih-Hua Chang**, Deck Delegate **Phillip Des Marteau**, Engine Delegate **Alex Resendez III**, Steward Delegate **Tookie Davalie**. Chairman announced repair of refrigerated boxes and receipt of new VCR and couch for crew lounge. Educational director urged members to attend upgrading courses at Lundeberg School at the Paul Hall Center in Piney Point, Md. No beefs or disputed OT reported. Chairman reminded crew to check z-card renewal date because without renewed card, member will not be allowed to ship. Crew discussed where to put new dryer. Chairman encouraged crew to send photographs of members aboard ship to the Seafarers LOG.

RANGER (Vulcan Carriers), October 2—Chairman **Larry McCants**, Secretary **Chih-Hua Chang**, Educational Director **H. Smith Jr.**, Engine Delegate **Alex Resendez III**, Steward Delegate **Tookie Davalie**. Crewmembers' photographs to be taken for shore passes. Educational director reminded crew of importance of upgrading at Piney Point. Treasurer announced movie fund being set up to purchase videotapes. No beefs or disputed OT reported. Crew discussed placing floor mats at house entrances and exits. Bosun requested crew return videotapes after viewing. He also reminded crew to separate plastic from regular trash. Ship heading to Argentina.

LNG ARIES (ETC), November 27—Chairman **John P. Davis**, Secretary **Doyle Cornelius**, Educational Director **Jose A. Quinones**, Deck Delegate **George M. Silalahi**, Engine Delegate **Dasril Panko**, Steward Delegate **Arlene Ringler**. Chairman reminded crewmembers of no smoking policy in crew lounge. Educational director urged members to upgrade at Paul Hall Center. Treasurer reported \$437 in ship's fund. No beefs or disputed OT. Crew gave vote of thanks to steward department for job well done.

OVERSEAS HARRIETTE (Maritime Overseas), November 27—Chairman **Daniel Laitinen**, Secretary **George Quinn**, Educational Director **David Dunklin**, Deck Delegate **Donnie McCawley**, Engine Delegate **Donald Volluz**, Steward Delegate **Miguel Aguilar**. Chairman thanked crew for smooth trip to Guatemala. He reported ship returning to New Orleans for payoff on morning of December 3, then loading for trip to Beira, Mozambique. Secretary thanked crew for help separating plastics from other refuse. Educational director encouraged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew thanked galley gang for excellent Thanksgiving Day meal. Next port: New Orleans.

OVERSEAS OHIO (Maritime Overseas), November 28—Chairman **Walter Weaver**, Secretary **Earl Gray Sr.**, Educational Director **Glenn Henderson**, Deck Delegate **Paul Adams**, Engine Delegate **Karl Benes**, Steward Delegate **Musa Ahmed**. Chairman praised crew for excellent work keeping vessel safe while in Valdez, Alaska when decks were covered with three inches of snow and temperatures were below freezing. He asked crewmembers to keep up good work and wished everyone a belated happy Thanksgiving. Secretary thanked members for keeping plastic items separated from regular trash, thereby saving galley gang members unnecessary work. He also advised members to upgrade at Piney Point. Educational director reminded crew of course offerings at Paul Hall Center which will be re-

quired of all Seafarers sailing on tankers and urged them to attend as soon as possible. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew extended special vote of thanks to Captain Moore for acquiring lobsters for Thanksgiving meal. Crew gave special thanks to steward department for job well done preparing great meals, especially during holidays. Crew observed moment of silence in memory of deceased SIU members. Next port: Valdez.

OVERSEAS WASHINGTON (Maritime Overseas), November 29—Chairman **Tim Koebel**, Secretary **Robert Miller**, Educational Director **Kevin Wray**, Steward Delegate **Charles Atkins**. Chairman announced patrolman to come aboard ship in Corpus Christi, Texas and reminded crewmembers departing ship to leave key and clean room. He reported ship charter extended to April 1995. No beefs or disputed OT reported. Crew thanked galley gang for great Thanksgiving Day menu. Next port: St. James, La.

RICHARD G. MATTHIESEN (Ocean Shipholding), November 13—Chairman **James T. Martin**, Secretary **Lovell McElroy**, Educational Director **Ronnie Day**, Deck Delegate **Dana Naze**, Engine Delegate **Gilbert Tedder**, Steward Delegate **Mohamed R. Quarish**. Treasurer reported \$940 in ship's fund. No beefs or disputed OT reported. Chairman read letter from headquarters stating all tanker workers must take safety course at Piney Point in 1995. Bosun reminded crew to use copy of vacation pay return for verification when filing for unemployment. Vessel en route to France.

HIGHLIGHTS

Liberty Spirit—Crew believes record U.S. grain harvest means lots of 1995 voyages for ship.

LNG Aries—Members urged to upgrade at Paul Hall Center.

Overseas Ohio—Crew praised for keeping vessel safe during snow and ice conditions.

Sea-Land Independence—Galley gang thanked for excellent holiday decorations and meals.

SEA-LAND EXPLORER (Sea-Land Service), November 20—Chairman **Jack Kingsley**, Secretary **William Burdette**, Educational Director **Guy Pollard-Lowsley**, Engine Delegate **Arthur Shaw**, Steward Delegate **Carlito Navarro**. Chairman reported smooth trip with payoff scheduled upon arrival in Long Beach, Calif. No beefs or disputed OT reported.

SEA-LAND EXPRESS (Sea-Land Service), November 27—Chairman **Ernest Duhon**, Secretary **Joe Johnson**, Educational Director **Michael Powell**, Deck Delegate **Dennis Brown**, Engine Delegate **Richard Surrick**, Steward Delegate **Mike Bubaker**. Chairman thanked

steward department for excellent Thanksgiving Day dinner. Educational director stressed importance of upgrading at Lundeberg School. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew thanked galley gang for fine job.

SEA-LAND LIBERATOR (Sea-Land Service), November 27—Chairman **Teodulfo Alanano**, Secretary **G.F. Thomas**, Educational Director **Elwyn Ford**. Educational director urged members to take advantage of upgrading opportunities at Paul Hall Center. No beefs or disputed OT reported. Next port: Long Beach, Calif.

SEA-LAND PRODUCER (Sea-Land Service), November 28—Chairman **Jack Edwards**, Secretary **Donna Jean Clemons**, Educational Director **James Smitko**, Deck Delegate **Chris Taylor**, Engine Delegate **Louie Diaz**, Steward Delegate **Susano Cortez**. Chairman announced arrival in Oakland, Calif. and departure for Long Beach, Calif. No beefs or disputed OT reported. Chairman asked crew to return videotapes on time so others can enjoy them.

GOLDEN MONARCH (Apex Marine), December 2—Chairman **J.C. Dilla**, Secretary **William Williams**, Engine Delegate **Guadalupe Garza**. Chairman announced arrival in Philippines. Secretary advised members to be safe in port of Manila and on the job. Treasurer announced \$1,200 in ship's fund. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew discussed using portion of ship's fund for purchase of entertainment equipment for crew lounge. Chairman stressed caution when performing all job duties and urged members to read safety manual located in crew lounge.

ITB JACKSONVILLE (Sheridan Transportation), December 27—Chairman **George Diefenbach**, Secretary **Ray Crawford**, Deck Delegate **Brian Bush**, Engine Delegate **Carlos Bonafont**, Steward Delegate **Greg Crawford**. Deck department thanked bosun for his organized approach to work and good humor. Crew thanked galley gang for top-notch holiday meals.

LIBERTY SPIRIT (Liberty Maritime), December 11—Chairman **Terry Cowans**, Secretary **Ronald Malozi**, Educational Director **G. Valerio**, Deck Delegate **J. Favero**, Engine Delegate **Robert Walker**, Steward Delegate **P. Carter**. Chairman announced room inspection upon arrival in next port. He reminded deck department members to wear necessary safety gear while working on deck during cargo operations. Secretary asked crew to bring soiled linen to linen locker for cleaning. He reminded crew to leave rooms neat before signing off ship. Educational director urged members to upgrade at Lundeberg School. He noted availability of a bus from Piney Point to Leonardtown, Md. once a week for shopping while attending school. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew extended special vote of thanks to Chief Cook **Rudy Xatruch** for excellent food. Crew also thanked Chief Steward **Malozi** for variety in menus. Crew discussed record harvest of grain in United States in 1994. Shipping will continue to be good for the *Liberty Spirit* into 1995, crew believes, since it delivers U.S. grain to ports worldwide. Cleaning of shipboard tanks gone over by crew. Next port: Beaumont, Texas.

LIBERTY WAVE (Liberty Maritime), December 4—Chairman **Pat Baker**, Secretary **Glenn Bertrand**, Engine Delegate **Gene Wheelis**. Secretary noted good voyage to Russia. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by engine delegate. Crew gave vote of thanks to galley gang for fine Thanksgiving Day dinner.

NEDLOYD HOLLAND (Sea-Land Service), December 25—Chairman **Jerry Bass**, Secretary **Mark Flores**, Educational Director **John Ashley**, Deck Delegate **Joseph Lisenby**. Secretary recommended crewmembers go to Paul Hall Center

to upgrade their skills. No beefs or disputed OT reported. Crew extended vote of thanks to galley gang for special Christmas meals.

OMI DYNACHEM (OMI Corp.), December 11—Chairman **Michael Simpson**, Secretary **Steven Wagner**, Deck Delegate **Amante Gumiran**, Engine Delegate **Hassin Asumari**, Steward Delegate **Tom Kreis**. Chairman announced payoff upon arrival in Baton Rouge, La. He reminded crewmembers to work safely and notify him or chief mate if safety hazards are discovered. Secretary asked members to sign crew list. Educational director urged members with required sea time to upgrade skills at Lundeberg School. He advised crew U.S. merchant marine is getting smaller and Seafarers must stay well-trained. Deck delegate reported disputed OT. No beefs or

Lopez, Steward Delegate **Joaquin Martinez**. Crew thanked steward department for job well done on holiday preparations and for time and effort expended in helping create festive Christmas at sea.

SEA-LAND CONSUMER (Sea-Land Service), December 18—Chairman **Francis Adams**, Secretary **Ray Garcia**, Educational Director **Ewald Fahle**, Deck Delegate **Frank Cammuso**, Engine Delegate **Michael Viegel**, Steward Delegate **Arthur Edwards**. Chairman encouraged members to write congressional representatives, encouraging them to pass a maritime program in 1995. He reminded crew to check z-cards for renewal dates. Secretary wished everyone a happy holiday season. He advised members to read the *Seafarers LOG* and check new Lundeberg School schedule for

Bon Appétit



Deck department members aboard the *USNS Sealift Pacific* enjoy a hearty lunch prepared by the ship's galley gang following arrival in Aruba. From the left are Bosun David Zurek, OS Joseph Canell, Pumpman Jason Etnoyer and AB Roy Mitchell.

disputed OT reported by engine or steward delegates. Crew discussed getting flu shots at time of annual physical. All aboard *Dynachem* wish SIU brothers and sisters Merry Christmas and Happy New Year. Crew thanked steward department for job well done.

OVERSEAS WASHINGTON (Maritime Overseas), December 11—Chairman **Tim Koebel**, Secretary **Robert Miller**, Educational Director **Kevin Wray**. Crew thanked galley gang for preparing great food for barbecue. Crew wished departing captain luck on his next ship. Chairman asked crewmembers to observe shipboard smoking rules and empty ashtrays in crew lounge and mess halls. He asked those signing off vessel to turn in keys and clean rooms. Next port: St. James, La.

SEA-LAND INDEPENDENCE (Sea-Land Service), December 2—Chairman **Bill Kleimola**, Secretary **Nancy Heyden**, Educational Director **Daniel Dean**, Deck Delegate **George Fries**, Steward Delegate **Amanda Suncin**. Chairman reported crewmembers working very hard to ensure smooth trip. Educational director reminded crew to upgrade at Piney Point. No beefs or disputed OT reported. Chairman noted importance of crewmembers helping keep crew lounge clean. Crew gave vote of thanks to steward department. Next port: Yokohama, Japan.

SEA-LAND INDEPENDENCE (Sea-Land Service), December 24—Chairman **Bill Kleimola**, Secretary **Nancy Heyden**, Educational Director **Daniel Dean**, Deck Delegate **George Fries**, Engine Delegate **Angelo Dunklin**, Steward Delegate **Amanda Suncin**. Chairman noted recent bad weather and thanked crewmembers for extra effort during this time. Educational director advised crewmembers of importance of upgrading at Paul Hall Center. No beefs or disputed OT reported. Crew thanked galley gang for excellent Thanksgiving and Christmas decorations and superb holiday meals. Steward department thanked engine department for galley repairs and noted ironing board also needs fixing. Steward delegate asked crewmembers to assist in keeping crew lounge clean. Crew wished all SIU brothers and sisters Happy Holidays. Next port: Long Beach, Calif.

OVERSEAS VALDEZ (Maritime Overseas), December 31—Chairman **Roberto Zepeda**, Secretary **Tyler Laffitte**, Deck Delegate **Anthony Garcia**, Engine Delegate **Andrew**

upgrading opportunities. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Bosun thanked crew for good trip and noted expected receipt of new mattresses for crew. He advised crewmembers to secure exercise equipment for safe use. Crew gave thanks to steward department for outstanding food and cookouts. Next port: Oakland, Calif.

SEA-LAND HAWAII (Sea-Land Service), December 27—Chairman **Robert Pagan**, Secretary **Don Spangler**, Educational Director **Rick Cavender**, Deck Delegate **Bruce Holloway**, Steward Delegate **Glenn Taan**. Chairman praised crew and voyage. He noted organization of movie library and asked crew to help keep videotapes in order. Bosun asked crew to keep plastic waste separate from regular refuse. He thanked steward department for fine holiday meals. Educational director stressed importance of upgrading skills at Piney Point. No beefs or disputed OT reported. Steward delegate reminded crew to return dirty silverware and china to galley after use and to keep crew laundry room clean by keeping greasy clothes in machine marked "Dirty and greasy clothes only." Next port: Oakland, Calif.

SEA-LAND MOTIVATOR (Sea-Land Service), December 25—Chairman **Howard Knox**, Secretary **Joseph Speller**, Educational Director **David Dukehart**, Deck Delegate **I. Dixon**, Engine Delegate **Terry Mouton**, Steward Delegate **Nelson Morales**. Chairman announced payoff in Rotterdam. Educational director reminded members to upgrade at Paul Hall Center. No beefs or disputed OT reported.

SEA-LAND PRODUCER (Sea-Land Service), December 26—Chairman **Jack Edwards**, Secretary **Cassie Tourere**, Educational Director **James Smitko**, Deck Delegate **Chris Taylor**, Engine Delegate **Louie Diaz**, Steward Delegate **Mohamed Omar**. Chairman reminded crewmembers to return videos after viewing and announced estimated time of arrival in Oakland, Calif. Secretary thanked crew for helping keep ship clean. Educational director advised members to upgrade at Paul Hall Center. Treasurer reported \$55 in ship's fund. No beefs or disputed OT reported aboard ship. Crew requested new pillowcases; they also thanked galley gang for good holiday meals. Crewmembers noted Christmas photos sent to *Seafarers LOG* and wished all SIU brothers and sisters Merry Christmas and Happy New Year.



A wedding on a T-AGOS ship? That is exactly what happened on September 20 when 1st Assistant Engineer (and SNU hawsepiper) Marc S. Steinbaugh (second from left) tied the nautical knot with Theresa Lau (third from left) aboard the USNS Asservive. The wedding was performed by AB Nicholas Novick, an SNU member who is licensed to marry couples in the state of Hawaii. The matron of honor was SNU Steward/Baker Susan Bowman (right) and the best man was AMO Chief Engineer "Bo" Ramsey (left). Captain John Winningham gave the bride away. Following the ceremony, the groom took his bride to the Big Island of Hawaii to tour the volcanos on a Harley-Davidson.

SEAFARERS FAMILY photos

Three Seafarers' wedding ceremonies highlight this month's Seafarers LOG family album. Also on display are proud SIU parents and their children, as well as a member's successful fishing venture.

As always, the LOG welcomes photographs from Seafarers and their families and will publish them on a periodic basis.



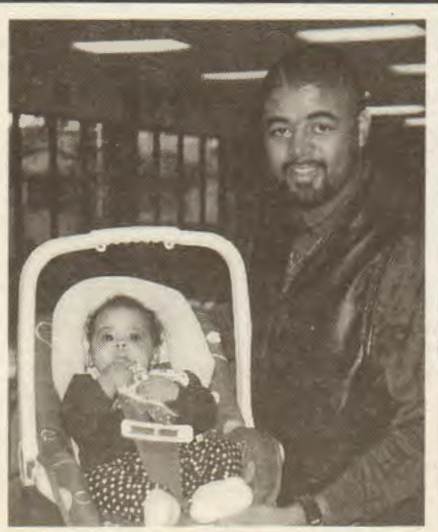
Chief Cook Joey Gallo, who sails out of the Brooklyn, N.Y. hall, married Mara DeLima, a police officer from Santos, Brazil, on November 4 in Jersey City, N.J. Joey quickly made Maria at home with the SNU after a trip to Piney Point, Md.



Dimarko L. Shoulders Sr. is surrounded by his family. In photo (above left) he poses with his wife, Karen, and four of their six children (clockwise from right) Jamaine, Jessica, Dimarko Jr. and Jacquelyn. In photo above right is Lionelli and, below, Rosalee. Shoulders, who lives in Las Vegas, sails as a ZMED/pumpman and currently is upgrading to electrician at the Lundeberg School.



Cutting the cake at their wedding in Costa Rica are Chris and Monica Stringer. Chris sails as an AB from the port of Houston.



ZMED Earl Mallory shows off his 5-month-old daughter, Kaylyn, in the Mobile, Ala. hall.



SA Dan Udos holds a 33-pound tuna that he caught from aboard the MV 1st Lt. Baldomero Lopez while anchored in Saipan.



The daughter of Seafarer Luis A. Escobar and Julie McCoy, Paula Andrea Escobar Christopher, left, clowns around with her friend, Nicole Marshall, before playing the violin in a concert of the Kenmore (N.Y.) Suzuki Strings. Paula, 10, has studied and performed with the 40-member group since 1990. Escobar recently obtained his chief steward endorsement at the Lundeberg School.

OLD TIMERS CORNER

The creative works of SIU pensioners and their thoughts will appear from time to time in the Seafarers LOG. The newspaper welcomes submissions from retired Seafarers and their families. Articles, letters, drawings, photos and cartoons may be sent to the LOG for publication.



Looking Back On the Days of A 'Sinful Habit'

by Charles A. Bortz

Editor's Note: Writing from Pondicherry, a seaport in India, Charles A. Bortz, a retired Seafarer who first began sailing with the SIU in the early 1950s from the port of Baltimore, shares his thoughts on an activity he associates with his days at sea.

Four years have passed since I escaped from the *Overseas Alice* in the Gulf of Oman and fled into retirement.

A very happy retirement it has been for me, thanks to the pension check that arrives so promptly every month. I can hear the sea from where I am writing this, but it is no longer calling. "Back to work! Back to work!" Now it has a mellower chant, "Take it easy! Take it easy!" Thanks to my fellow Seafarers who are still toiling on the deep, that is just what I intend to do.

When this latest composition (see below) burst from my typewriter, I cast around for who to send it to. I thought of my nephews and my sisters—still puffing away. And then I thought of all the shipmates with whom I had shared this now sinful habit. And, of course, I thought of the *LOG* which has always been our link.

Smooth sailing!

The Last Cigarette

by Charles A. Bortz

Goodbye, old friend. They say that you are bad for me, that if we go on this way, you will be the death of me.

What I shall do without you, I don't know. You have always been there, the first one to reach for in moments of anger and pain, in moments of loneliness.

What quiet, splendid times we spent together—leaning over a stone bridge to watch the clear water swirl beneath, or back to an ancient, gnarled oak watching the little birds flitting through the branches above. And not only the good times, the bad times as well—especially, the bad times; crouched in a frozen hole in the ground while red tracers snarled above, sheltered in the curve of a bulkhead while the bitter gale wind tried to tear us apart, hidden—hiding under the sheets waiting for the surgeon's knife. You were comfort and consolation.

What do they know of such moments, this smug generation of the environmentally pure? What do they know of frozen foxholes, or rainwater soaking through cardboard soles? They say—smirking—you are bad for me.

It wasn't always so. When we were young, we could go anywhere together—proudly, openly. The great statesmen of our time shared our passion as did the glittering Hollywood stars, the renowned artists, the talkers and writers in all the bars and bistros of the world.

No more. Now we must hide in corners, look shamefaced and guilty when we are caught together, endure the superior stares and raised eyebrows, the no-longer-concealed contempt of pimply teenagers and toothless oldsters alike.

So enough. We had a good run. Nothing lasts forever. It all goes up in smoke.

But, one last drag . . .

My Thoughts On Training And Education

by Walter Karlak

Editor's Note: Brother Karlak began sailing with the SIU in 1951. He retired in 1987, having attained the rating of chief electrician.

I look forward each month to receiving the *LOG* to bring me up to date on the maritime news, along with the union's latest events. Nowhere can this news be found in the area papers. . . What is found in these papers are killings, sex, scandals, etc.—which are never found in the *LOG*.

What is reported in the *LOG* is how everyone helps in times of emergency while at sea, no matter who is in need of help. There's no turning back because the crewmembers in need are of a different color, union, country, etc. The need is there. And everyone helps.

This must be the code of the sea and should be applied to all humans anywhere in the world. . .

I'm always amazed at all the upgrading courses for the members. This was unbelievable in my time of being a member. There were some which I failed to take advantage of, believing I'd take it the next month, always taking for granted that the courses would be available. Well, the courses were and still are, but in waiting all that time, I've gotten old enough to retire, and I still regret not taking the courses.

So, to all the members who are putting off the schooling, don't do as I did. Take it NOW.

I was fortunate in sailing with very good members who gave me on-the-job training. These guys spent many hours teaching me and, at times, using their own time, which to this date I appreciate. I'd ship on an Isthmian ship going around the world, with someone always wanting to teach me, and in three to four months I'd know something new,

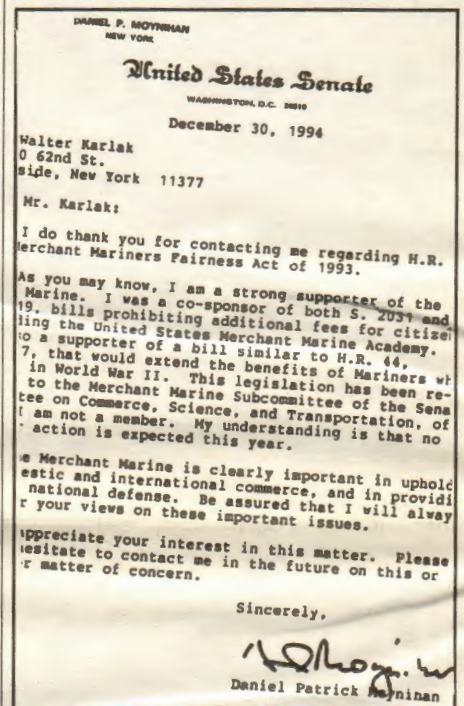
whether it be an engine, deck or steward department job. I can't ever remember not wanting to learn anything. And a crewmember was always there to help me.

I've also passed on the knowledge of what I learned to others, and upon reading of their upgrading to the point of a license, it makes me feel good. . .

In many issues of the *LOG*, members were asked to write their senators and congressmen concerning important issues for the merchant marine. Well, I finally did so, after putting it off so many times. The address I was given was in New York. I thought it would not reach the senator since he's in Washington, and would be read only by his aides.

I sure was wrong, as the enclosed letter [from New York Senator Daniel Patrick Moynihan] indicates. It shows that letters are answered by VIPs and it's not a waste of time in writing. . . I've written to New York Mayor Giuliani also and have received a reply.

So, members, express your thoughts to your VIPs. If I can do it, why can't you?



Elected officials listen to their voters. That's what Brother Karlak found when he wrote to his senator.

IN MY DREAMS WALTER KARLAK



SIU Pensioner Walker Karlak misses his sailing days and dreams about what it would be like to return. The cartoon above, inspired by Brother Karlak's drawing, is what Karlak thinks it might be like if he shipped today. More of Karlak's musings appear above.

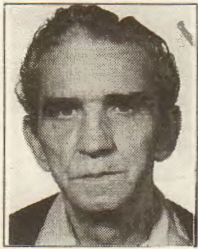
Final Departures

DEEP SEA

WILLIAM P. AUSTIN

Pensioner William P. Austin, 91, died November 12, 1994. Born in Texas, Brother Austin joined the Marine Cooks and Stewards union in 1955 in the port of San Francisco, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Austin retired in June 1968.

JOSEPH E. BAILEY



Pensioner Joseph E. Bailey, 64, passed away January 14. Brother Bailey began sailing with the Seafarers in 1956 from the port of New York. He shipped in the engine department and upgraded to QMED at the Lundeberg School in Piney Point, Md. From 1945 to 1949 he served in the U.S. Navy. A native of Georgia, Brother Bailey began receiving his pension in October 1992.

NICANOR B. BAYUDAN

Pensioner Nicanor B. Bayudan, 84, died July 21, 1994. Born in the Philippine Islands, he joined the Marine Cooks and Stewards union in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Bayudan retired in October 1972.

JAY Z. CHINEN

Pensioner Jay Z. Chinen, 75, passed away September 16, 1994. A native of Hawaii, he signed on with the Marine Cooks and Stewards union in 1955 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Chinen retired in October 1975.

FRANCIS P. CORCORAN



Pensioner Francis Patrick Corcoran, 84, died January 16. A native of Pennsylvania, he joined the SIU in 1943 in the port of New York. Brother Corcoran sailed in the steward department. He began receiving his pension in December 1975.

JAMES JOSEPH DOYLE



Pensioner James Joseph Doyle, 79, passed away January 12. A native of Pennsylvania, he signed on with the Seafarers in 1949 in the port of Philadelphia. Brother Doyle sailed in both the steward and engine departments and upgraded at the Lundeberg School. A World War II veteran, he served in the U.S. Navy from 1943 to 1945. Brother Doyle retired in May 1978.

JOSEPH OSCAR KING



Joseph Oscar King, 56, died January 5. Born in Louisiana, Brother King joined the union in 1968 in the port of Wilmington, Calif. He sailed in the engine

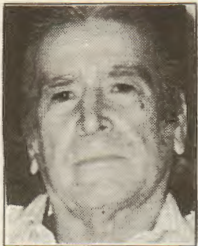
department and upgraded to QMED at the Lundeberg School.

EDWARD LOZELLE LANE



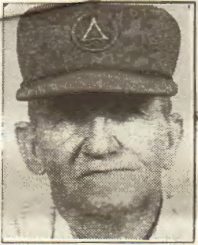
Pensioner Edward Lozelle Lane, 69, passed away February 5. A native of Illinois, he signed on with the Seafarers in 1952 in the port of New Orleans. Brother Lane sailed in the engine department. He served in the U.S. Navy from 1943 to 1951. Brother Lane began receiving his pension in June 1972.

VINCENT ROSENDO LIMON



Pensioner Vincent Rosendo Limon, 63, died January 27. Brother Limon joined the SIU in 1960 in the port of Houston. He sailed in the engine department and upgraded his rating to QMED at the Lundeberg School. He served in the U.S. Army from 1955 to 1956. Brother Limon retired in October 1994.

PAUL G. LUTEMAN



Pensioner Paul G. Luteman, 67, died February 8. Born in Maryland, he began sailing with the union in 1955 from the port of Wilmington, Calif. Brother Luteman sailed in the deck department and upgraded at the Lundeberg School. He served in the U.S. Navy during World War II, from 1943 to 1947 and again from 1948 to 1950. Brother Luteman began receiving his pension in March 1989.

PETER JOSEPH McANENEY



Peter Joseph McAneney, 62, passed away February 5. He signed on with the Seafarers in 1951 in the port of New

York. Brother McAneney shipped in the engine department. A native of New York, he served in the U.S. Army from 1953 to 1955.

PAUL MURRAY



Pensioner Paul Murray, 82, passed away December 21, 1994. Born in Canada, he signed on with the union in 1955 in the

port of Detroit. Brother Murray shipped in the engine department and upgraded to QMED at the Lundeberg School. He began receiving his pension in September 1982.

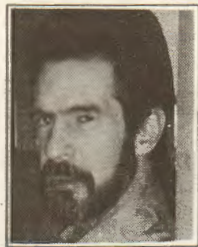
CHARLES R. NELSON



Pensioner Charles Richard Nelson, 70, died January 23. A native of Ohio, he began sailing with the SIU

in 1948 from the port of New York. Brother Nelson sailed in the deck department and attended upgrading courses at the Lundeberg School. He also held a third mate's license. A World War II veteran, he served in the U.S. Navy from 1943 to 1945. Brother Nelson retired in August 1989.

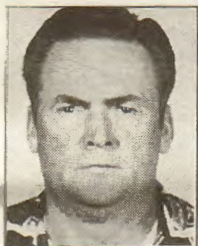
FREDDY WILSON NUNEZ



Pensioner Freddy Wilson Nunez, 46, passed away January 10. Born in Puerto Rico, he signed on with the Seafarers in

1968 in the port of New York after completing the Lundeberg School's training course for entry level seamen. Brother Nunez sailed in the deck department and upgraded at the Lundeberg School. He began receiving his pension in April 1993.

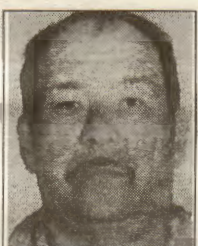
ROGER WILLIAM PINKHAM



Roger William Pinkham, 65, died February 4. Brother Pinkham began his sailing career with the union in 1968

from the port of Seattle. He sailed in the deck department. Brother Pinkham upgraded at the Lundeberg School and completed the bosun recertification course there in 1982. He served in the U.S. Navy from 1947 to 1950 and the U.S. Marine Corps from 1954 to 1959.

RUFINO RAMIREZ



Pensioner Rufino Ramirez, 70, passed away December 20, 1994. Born in Puerto Rico, he joined the SIU in the port of New

York in 1969. He sailed in the steward department. Brother Ramirez began receiving his pension in November 1992.

SCOTT J. SAFFORD



Scott J. Safford, 39, died January 16. A native of Alabama, he began shipping with the Seafarers in 1989 from the port of

Honolulu. Brother Safford sailed in the deck department.

FRED D. SARDENIA

Pensioner Fred D. Sardenia, 82, passed away November 17, 1994. Born in the Philippines, he began sailing with the Marine Cooks and Stewards union in 1953 from the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Sardenia began receiving his pension in April 1973.

PABLO SOLIS

Pensioner Pablo Solis, 73, died May 8, 1994. A native of California, he joined the Marine Cooks and Stewards union in 1945 in the port of Los Angeles, before that union merged with the SIU's AGLIWD. Brother Solis retired in April 1971.

HANS SPIEGEL



Pensioner Hans Spiegel, 78, passed away December 23, 1994. He signed on with the Seafarers in 1947. Brother

Spiegel sailed in the steward department and completed the steward recertification course at the Lundeberg School in 1980. Born in Germany, he became a U.S. naturalized citizen. Brother Spiegel began receiving his pension in October 1983.

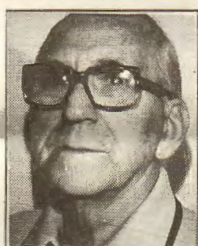
CHARLES E. THURMOND

Pensioner Charles E. Thurmond, 60, died May 20, 1994. He began sailing with the Marine Cooks and Stewards union in 1958, before that union merged with the SIU's AGLIWD. Brother Thurmond retired in April 1975.

DUDLEY R. TURNER

Pensioner Dudley R. Turner, 76, passed away September 25, 1994. Born in Sydney, Australia, he joined the Marine Cooks and Stewards union in 1955 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Turner began receiving his pension in January 1973.

GUY WILLIAM WALTER



Pensioner Guy William Walter, 86, died January 15. Brother Walter signed on with the SIU as a charter member in 1939 in

the port of Baltimore. Sailing in the steward department, he completed the steward recertification course at the Lundeberg School in 1972. He served in the U.S. Army from 1942 to 1943. Brother Walter retired in June 1973.

CLARENCE L. WATERS

Pensioner Clarence L. Waters, 87, died July 29, 1994. A native of Mississippi, Brother Waters began sailing with the Marine Cooks and Stewards union in the 1940s, before that union merged with the SIU's AGLIWD. He retired in May 1970.

CHARLES D. WESTMAN



Pensioner Charles D. Westman, 68, passed away December 27, 1994. He signed on with the Seafarers in 1947 in the

port of Norfolk, Va. Brother Westman sailed in both the steward and deck departments. He began receiving his pension in July 1984.

LUBY WHEELER JR.



Pensioner Luby Wheeler Jr., 69, died December 3, 1994. Born in North Carolina, he began sailing with the SIU

in 1944 from the port of Baltimore. Brother Wheeler sailed in the en-

gine department and upgraded at the Harry Lundeberg School. He retired in August 1982.

ALAN D. WILLIAMS



Pensioner Alan D. Williams, 76, died December 4, 1994. He signed on with the union in 1945 in the port of New York.

Brother Williams sailed in the steward department and upgraded his skills at the Lundeberg School. Brother Williams retired in September 1977.

CASPER H. WILHELM

Pensioner Casper H. Wilhelm, 99, passed away January 24, 1994. He joined the Marine Cooks and Stewards union in the port of Portland, Ore., before that union merged with the SIU's AGLIWD. Brother Wilhelm, a native of Oregon, began receiving his pension in November 1968.

JESSIE WILSON

Pensioner Jessie Wilson, 76, passed away August 28, 1994. A native of Texas, he joined the Marine Cooks and Stewards union in 1945 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Wilson began receiving his pension in September 1973.

INLAND

NEWBURN RUFUS WEBSTER



Pensioner Newburn Rufus Webster, 74, passed away February 10. Born in Alabama, he began sailing with the

Seafarers in 1956 from the port of Mobile, Ala. Boatman Webster shipped in the engine department. He retired in February 1982.

GREAT LAKES

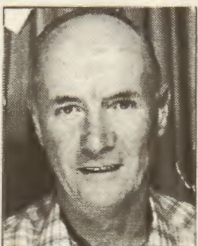
CHARLES A. NAASKO



Pensioner Charles A. Naasko, 89, passed away January 9. A native of Michigan, he began sailing for the SIU in 1956 from the

port of Detroit. Brother Naasko shipped in the engine department. He began receiving his pension in July 1972.

BERTRAM GINLEY



Pensioner Bertram Ginley, 82, died January 30. He joined the Seafarers in 1961 in the port of Cleveland, Ohio.

Brother Ginley sailed in the deck department. A native of Ohio, he served in the U.S. Army during World War II, from 1942 to 1945. Brother Ginley retired in January 1982.

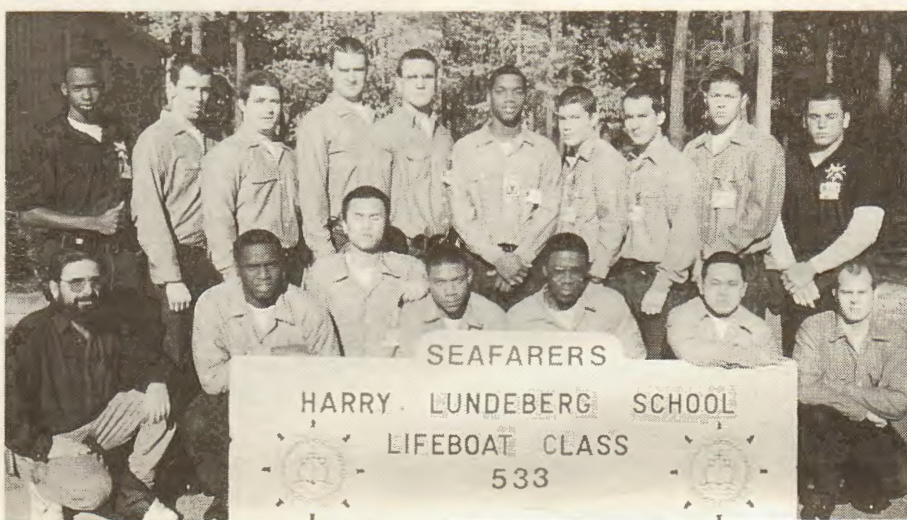
Lundeberg School Graduating Classes



Inland AB Class— Certificates of training were received by the graduating class of upgraders on February 7. They are (from left, kneeling) Tom Gilliland (instructor), Bruce Messersmith, Walter Edington, Vernon Gimpel, William Hermes, John VanEnkevort, Gerald Demeuse, (second row) Raymond Spooner, Stephen Stropich, Alan Chapin, Michael Edington, Clinton Ross, James Walsh, David DeMenter, Joseph Kane, James Gibb, Dale Leonard Jr., James Fisher, (third row) David Gapske, Steven McDonald, Daniel Young, Richard Stropich, Joseph Behrens and Joseph Hance.



Upgraders Lifeboat— Ryan Zanca (left) is congratulated by his instructor, Bob Boyle, after completing the upgraders lifeboat course on February 3.



Trainee Lifeboat Class 533— Graduating from trainee lifeboat class 533 are (from left, kneeling) Bob Boyle (instructor), Kenneth Rasberry, Deion Nguyen, Rahim Devonish, Mark Freeman, Christopher Amigable, James Herriott, (standing) Harold Brazelton, Daniel Latham, Kristof Zschaler, Peter McClung, Tyson Brown, Gary Boyd, James Robinson, Thomas Schneck, Jack Holland and Jason Brown.



Sealift Operations Class— Upgrading SIU members completing the sealift operations course on February 2 are (from left, kneeling) Thomas Schaefer Jr., Rodney S. Roberson Sr., Noah Jones IV, Philip Milam, (second row) Andre Holmes, Isom Ingram, Dennis Danforth Jr., Michael Johnson, Steven Roquemore, Eric Melle, Michael Pedersen, (third row) Tony Hill, Victor Frazier, Leo Sullivan and Bill Hellwege (instructor).



Radar— Renewing their radar endorsements on January 27 are (from left, front row) Denis W. Abshire, James Hebert, Lionel J. Paul, Larry S. DeWitt, (second row) Richard Stropich, Thomas Stropich, Jerry Stropich, Scott A. Coburn, David L. Sundling and Jim Brown (instructor).

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.

LUNDEBERG SCHOOL 1995 UPGRADING COURSE SCHEDULE

The following is the course schedule for classes beginning between March and August 1995 at the Seafarers Harry Lundeberg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve job skills of Seafarers and to promote the American maritime industry.

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	July 31	October 20
Bridge Management (Shiphandling)	April 24 July 17	May 5 July 28
Lifeboatman	July 17	July 28
Limited License/License Prep.	July 3	August 11
Radar Observer/Unlimited	April 17 May 22 July 10 August 14	April 21 May 26 July 14 August 18
Third Mate	August 28	December 15

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

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Firefighting	March 6	March 17
Oil Spill Safety Recertification	March 30 April 27 May 25 June 22 July 20	March 30 April 27 May 25 June 22 July 20
Oil Spill Prevention & Containment	August 7	August 11
Sealift Operations and Maintenance	June 5	June 30
Tanker Operations	March 27 April 24 May 22 June 19 July 17 August 14	April 21 May 19 June 16 July 14 August 11 September 8

Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	May 1	June 5
Steward Recertification	July 3	August 7

UPGRADING APPLICATION

Name _____
 Address _____ (Last) (First) (Middle)
 _____ (Street)
 _____ (City) _____ (State) _____ (Zip Code)
 Telephone _____ (Area Code) _____ Date of Birth _____ (Month/Day/Year)

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Steward Upgrading Courses

Course	Start Date	Date of Completion
Assistant Cook/Cook and Baker, Chief Cook, Chief Steward	April 7 June 16	June 30 September 8

Engine Upgrading Courses

Course	Start Date	Date of Completion
QMED - Any Rating	August 14	November 3
Diesel Engine Technology	March 20 July 3	April 14 July 28
Refrigeration Technician Certification	April 17 June 19 June 26	April 21 June 23 June 30
Fireman/Watertender & Oiler	March 20 May 1	June 2 July 14
Hydraulics	June 5	July 7
Marine Electrical Maintenance I	May 22 July 31	June 30 September 8
Marine Electrical Maintenance II	March 13	April 21
Power Plant Maintenance	April 24 July 17	June 2 August 25
Pumproom Maintenance	March 27	April 7
Refrigerated Systems & Maintenance	August 28	October 6
Refrigerated Containers	April 24	May 19
Welding	April 24	May 19

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

Inland Courses

Course	Start Date	Date of Completion
Deck Inland	March 27 May 29 August 14	April 7 June 9 August 25
Designated Duty Engineer/ Limited License/License Prep.	April 10 July 24	April 21 August 4
Engineer Familiarization	April 10	April 21
Radar Observer/Inland	May 8	May 12
Welding	May 22	June 2
Electronics	July 17	July 28

Additional Courses

Course	Start Date	Date of Completion
GED Preparation	May 1	July 21
Adult Basic Education (ABE) and English as a Second Language (ESL)	April 3 June 5	May 26 July 28

Deck and Engine Department College Courses

Course	Start Date	Date of Completion
Session II	June 5	July 28

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



SIU SCHOLARSHIPS

The deadline for submission of scholarship applications is APRIL 15.

See page 17 for details and an application form.

Volume 57, Number 3

March 1995

SIU-Crewed Vessels Serve as Blockade Runners In Annual NATO Peacekeeping Support Exercise

AB Billy Dendy discovered what it might be like to steer a "pirate" vessel trying to smuggle a load of contraband arms through a North Atlantic Treaty Organization (NATO) warship blockade.

Dendy was the helmsman aboard the SIU-crewed *American Merlin*, which served with the *Buffalo Soldier* as blockade runners in a special NATO exercise, code-named "Dynamic Guard '94," in the Mediterranean Sea in September and October. Seafarers crewed a total of six Military Sealift Command (MSC) prepositioning ships which were called upon to participate in the exercise. Also involved in the exercise were the SIU-crewed *Major Stephen W. Pless*, PFC Eugene A. Obregon, 2nd Lt. John P. Bobo and Sgt. Matej Kocak.

(Established in 1949, NATO is a treaty between the U.S., Canada and various Western European nations, agreeing that an armed attack against one or more of them would be considered an attack against them all. NATO also states that disputes will be settled by peaceful means, and individual and collective capacities to resist armed attack will be developed. In addition to the U.S. and Canada, NATO members include Belgium, Denmark, France, Germany, Greece, Iceland, Italy, Luxembourg, Netherlands, Norway, Portugal, Spain, Turkey and the United Kingdom.)

Provides Challenging Training

Dynamic Guard, an annual NATO Southern Region exercise, took place September 26 - October 14, 1994 throughout the

eastern Mediterranean Sea, the Aegean Sea and Turkey. The exercise was specifically designed to provide challenging training for NATO conventional forces in both joint and combined maritime, land, amphibious and air operations in the eastern portion of the Mediterranean area, and land and amphibious operations in Turkey and Greece.

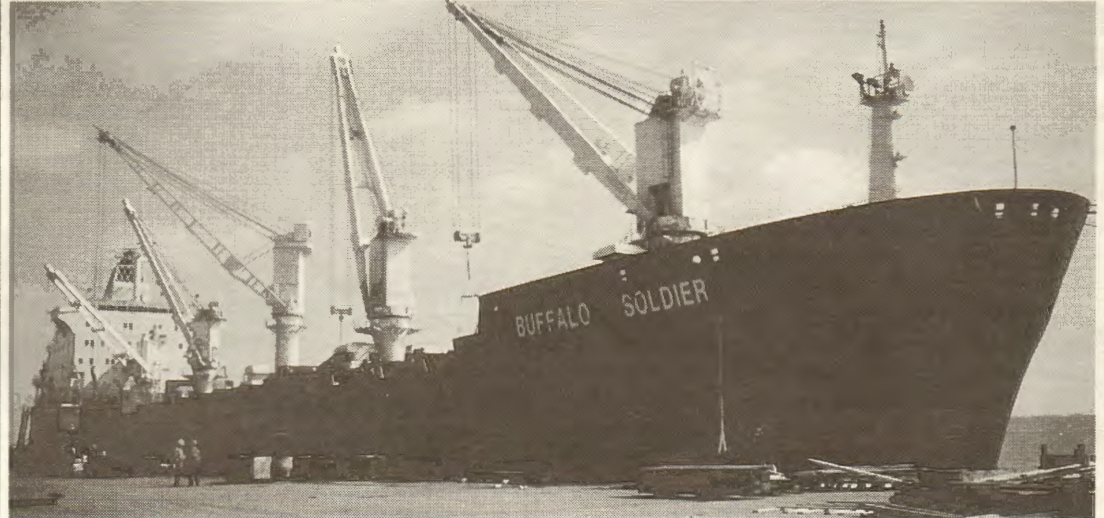
More than 30,000 military personnel, 60 ships and 190 aircraft from France, the Federal Republic of Germany, Italy, the Netherlands, Turkey, the United Kingdom and the United States participated in the exercise. (While not part of NATO's integrated military structure, the French joined in the exercise as part of their normal training relations with their NATO allies.)

Seafarers Simulate Smugglers

The *Buffalo Soldier* and *American Merlin* were joined by an Allied naval task force made up of Dutch, British, Canadian, Spanish and Italian combat ships. The drill simulated the seizure of contraband by setting up a blockade and bringing the ships under NATO control.

The exercise required the two U.S. roll on/roll off breakbulk vessels to fabricate an attempt to violate United Nations' sanctions by smuggling arms and other contraband to countries which are embargoed by the U.N. The Allied warships were responsible for enforcing the blockade.

"I was on the bridge during the entire exercise. There was a lot of hand steering and careful maneuvering of the *Merlin* while we tried to get around the Allied ships to break through the block-



The SIU-crewed military prepositioning ship *Buffalo Soldier*, usually stationed in the Mediterranean Sea, was one of 60 ships participating in Dynamic Guard, an annual NATO exercise involving seven nations.

ade," said Dendy.

Using shore-based patrol aircraft and shipboard sensors to track and intercept the *American Merlin* and *Buffalo Soldier*, the Allied task force stood by as the two ships worked separately to attempt to penetrate the barrier undetected.

Refused NATO Orders

Once observed by the task force, crewmembers aboard the *American Merlin* and *Buffalo Soldier* refused to divert into a NATO port for inspection of their cargo.

"The Dutch ship was only about 50 yards away, right alongside us trying to persuade the captain to go into port for inspection," Dendy said.

Radio challenges were ignored as crewmembers aboard the *American Merlin* and *Buffalo Soldier* gave misleading information about their cargo manifests and itineraries and stalled to avoid complying with Allied orders.

"It was my job to pay attention to the compass, and I got to listen in on all of the communications between the Allied guys and our captain. He did a great job portraying the character of a captain of a ship carrying contraband," noted the AB. "He was great as he tried to convince the NATO guys that his cargo was only automobiles. He used excellent delay tactics that really took a lot of imagination," Dendy said.

When the ships continued to avoid Allied commands and were considered potential blockade runners, the warship crews sought permission from NATO officials to use force. Once using force was authorized, the combatants used a flashing light to simulate a "shot across the bow," which resulted in the surrender of the two ships and the end of the exercise.

"It was an interesting experience," recalled Dendy.

The prepositioning ships



Photo: USAF TSgt Keith Reed, AFSOUTH Public Information

Also taking part in the Mediterranean exercise are Seafarers aboard the *Major Stephen W. Pless*. (Background) Petty Officer 2nd Class Lowell stands watch on the upper deck of a landing craft as it deploys from the *Pless*.

Pless, Obregon, Bobo and Kocak, were involved in a different aspect of Dynamic Guard which entailed acting as educational centers for NATO officials. While the vessels were anchored in the Mediterranean, various officials (from the Allied nations) boarded the ships and were oriented on the particulars of prepositioning ships by members of the U.S. Marine Corps.

Seafarers who serve aboard these vessels keep them ready to operate at a moment's notice when they are needed to sail into one of the world's hot spots. During Dynamic Guard, the galley gang members prepared and served extra food to officials who were brought on board, while other Seafarers stood ready for possible deployment.

Crews Praised

Admiral Leighton W. Smith Jr., Commander-in-Chief of Allied Forces Southern Europe for NATO, stated Dynamic Guard provided "a superb demonstration of NATO's commitment, cohesion and resolve."

Real-world operations in Bos-

nia-Herzegovina, Haiti and the Middle East resulted in numerous changes to both the exercise scenario and participating forces. "NATO and national commitments to ongoing and evolving crises led to unavoidable late changes in the exercise plan," Admiral Smith stated. "In spite of this, Dynamic Guard '94 has been a success in building the multi-national force capabilities required to prosecute both traditional missions and those new missions arising from NATO's involvement in peace support operations."

The MSC deployed and redeployed 14,400 square feet of Air National Guard and Navy equipment from Charleston, S.C. and Rota, Spain to Bandirma and Tekirdag, Turkey for use during the NATO exercise.

The *American Merlin* is operated for MSC by Osprey-Acomarit Ship Management. The *Buffalo Soldier*, also operated for MSC, is run by RR & VO Partnership. The *Pless*, Obregon and Kocak are operated by Waterman Steamship Co., and the *Bobo* is an American Overseas Marine Corp. (Amsea) vessel.

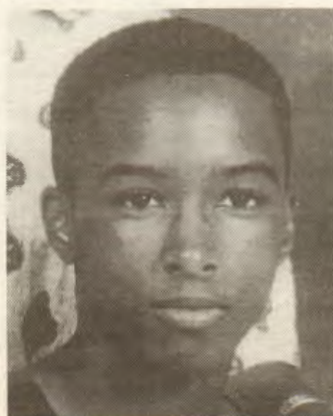
Help Locate Missing Child

The National Center for Missing and Exploited Children (NCMEC) has asked the Seafarers International Union to assist them in locating Richard Vaughan Acree-Smith. He disappeared last August from Warrensville Heights, Ohio at the age of 16. He had never run away before and took no money or clothing with him. The NCMEC considers him an endangered runaway.

The brown-eyed, brown-haired boy was 5 ft. 11 in. at the time of his disappearance. He weighed 140 pounds. Richard Acree-Smith has a mole on the right side of his face by his ear. He was last seen wearing ripped blue jeans, a black t-shirt over a yellow t-shirt and brown hiking boots.

Anyone having informa-

tion on the whereabouts of Richard Vaughan Acree-Smith should contact the National Center for Missing and Exploited Children at (800) 843-5678 or the Missing Persons Unit of the Warrensville Heights Police Department at (216) 587-6530.



Richard Acree-Smith