

Clinton/Gore Win Heralds Vast Change

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

SEAFARERS LOG



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TV Journalists Expose U.S. Job Export Scheme



Displaced Tennessee textile workers tell CBS reporter Ed Bradley of the work they used to do.



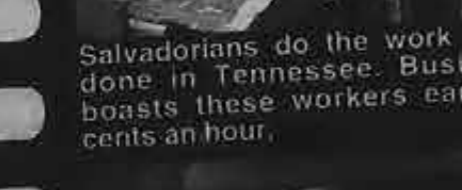
Grass grows over the once thriving textile factory. Production was moved to Central America.



New site for the textile work is in Salvador. The U.S. government helped finance this transfer.



Salvadorians do the work once done in Tennessee. Business boasts these workers earn 57 cents an hour.



When confronted with these facts, AID official James Michel said this was a good policy for America.

THE GREAT AMERICAN JOB RIP-OFF

Treasury Dollars Underwrite Runaway Shops

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President's Report

The Leadership America Requires

Nobody can predict what the future holds. But we are very hopeful Bill Clinton and Al Gore, the president-elect and vice president-elect, as they begin tackling the problems confronting our nation, will recognize the importance of American shipping to the country's security and world standing.



Michael Sacco

Based on their commitments and beliefs and the way they have addressed the issues during their campaign, both the president-elect and the vice president-elect have demonstrated the kind of intelligence and understanding that strong leadership requires.

Certainly this is the kind of leadership all of America is seeking, and it is most timely: The nation's economy is floundering and American workers and their families are paying a heavy price. In the last year, the average American family has experienced an income loss of \$1,100. Across-the-board layoffs have spared no group—behind today's statistic of more than 7 percent unemployment are three million factory workers, middle level managers, office workers, professionals and every other class of worker. And, shamefully, in this nation of vast wealth and resources, one out of every 10 Americans has to receive food stamps to survive.

These problems are magnified in the face of an overwhelming budget deficit that by itself threatens the economic well-being of every generation of Americans.

It is difficult to pick the problem that is most serious, but high among those is the nation's health care system which has to be considered a top priority. More than 30 million Americans have no health plan or are inadequately insured. In fact, every month 100,000 more people lose their health coverage. Health care costs have skyrocketed so that companies drop coverage routinely. In the past decade, family and individual spending on health care has tripled.

It is somewhat reassuring to see President-elect Clinton and Vice President-elect Gore from the outset indicate that sweeping changes are going to take place in the way things have been conducted.

In the interests of Seafarers and their families, we are going to be in there working hard to support any economic plan which is good for American workers and to ensure the new administration understands that America's merchant marine has a vital role to play in our society. Similarly, we have a big education job to do in the Congress where 110 new members were elected in November. Many of these representatives have little, if any, knowledge of shipping.

So we have a big order to fill in the upcoming months, but we certainly are going to be in there trying.

Election of John Fay to ITF Panel

I am happy to report that John Fay, the SIU's secretary-treasurer, has been elected to a top post in the ITF's Seafarers Section. At a meeting last month of this group—whose full name is the International Transport Workers Federation—Brother Fay was elected vice chairman of the Seafarers Section. I believe this is an honor for the SIU within the whole international maritime community.

The ITF, to which all the seamen's unions in the free world belong, plays an important role in fighting to make the working conditions better for many foreign seamen. While we in the United States do not depend on the ITF to secure our wages and working conditions, many seamen from underdeveloped countries are helped by the ITF. And any time the working conditions and rates of pay are raised for the seamen of the world less fortunate than ourselves, all of us in the industry benefit.

General Election Results Bring Scores of New Faces to Congress

One out of every four representatives in the House and eleven senators will be new to their jobs when Congress gets under way next year as a consequence of the outcome of the November 3 elections. Also as a result, the make-up of the House Merchant Marine and Fisheries Committee is likely to change substantially.

In Congress, 110 new people—just over 25 percent of the entire body—will take their seats in the House of Representatives on January 3, 1993. That number marks the highest turnover in the House since 1948. A total of 259 Democrats, 175 Republicans and one independent, which represents a Republican increase of nine seats, will serve.

The final composition of the Senate awaits the outcome of a November 24 runoff election in Georgia. So far 57 Democrats—the same number as in the last Congress—and 42 Republicans will take their places in January. The Senate will have at least 11 new people, including four women, prior to the outcome of the Georgia race.

Committee Changes

Because of deaths, retirements and defeats, there will be many new members of the House Merchant Marine and Fisheries Committee.

Gerry Studds (D-Mass.), the committee's acting chairman, received 62 percent of the vote from his redrawn district in southeastern Massachusetts. Studds, who took over the committee in September upon the death of Walter Jones (D-N.C.), is expected to be named chairman when House Democrats meet December 7 to select party and committee leaders.

Representative Jack Fields (R-Texas) is expected to become the ranking minority member of the committee, succeeding Robert Davis (R-Mich.) who retired.

Besides Davis, eight more of the 45 representatives who made up the panel in the 102nd Congress will not return. Retirement claimed Norman Lent (R-N.Y.), the third ranking minority member. Carroll Hubbard (D-Ky.), the second ranking majority member, will not be back after losing his re-election bid in a primary.

Because of the vast turnover in

the House, more changes in the committee could occur. Some members may acquire seats on the House Ways and Means or Appropriations committees. Committee assignments will be announced in December. Because members of the Appropriations or Ways and Means committees only can serve on that committee, a member of the Merchant Marine Committee would have to give up his or her seat if selected.

Breaux, Inouye Re-elected

All five members of the Senate Merchant Marine Subcommittee are expected to return. Chairman John Breaux (D-La.) ran unopposed in the general election after taking the nomination earlier in the fall. Senator Daniel Inouye

(D-Hawaii), the only other member on the ballot, was re-elected.

Additionally, when Senate Democrats met last month to elect their leaders, Breaux also was named Deputy Majority Whip—the third ranking position in the Senate behind the majority leader and majority whip.

Some changes will occur on the parent Senate Commerce Committee. Al Gore (D-Tenn.) was elected vice president, while Robert Kasten (R-Wis.) was defeated in the general election.

Both Breaux and Studds have stated maritime reform for the U.S.-flag merchant marine will be the top priority of their committees. Both were pushing to pass such legislation when the 102nd Congress adjourned in October.

SIU's Fay Elected to ITF Post

SIU Secretary-Treasurer John Fay was elected to a top post in the world's federation of transport unions which strives to better the lot of seamen around the globe.

In balloting among the delegates of the seafarer unions affiliated to the International Transport Workers Federation (ITF) at an October 28 meeting in Genoa, Italy, the seamen's representatives voted by a two-to-one margin to install the SIU official in the vice chairman post.

Brother Fay fills a vacancy created by the resignation of previous vice chairman of the ITF Seafarers' Section, Shannon Wall, former president of the National Maritime Union (NMU). Wall resigned in the wake of the ITF's repudiation of the NMU's Cayman Island-based operation to collect fees from foreign seamen on flag-of-convenience ships in direct competition with various affiliates of the ITF.

The position is one of two officer posts within the Seafarers' Section of the ITF, an organization representing 400 free and democratic trade unions in 100 countries representing workers in various transportation-oriented jobs.

The London-based ITF, which originally was constituted in 1896, promotes trade union rights and human rights throughout the world. The international labor

group also represents the interests of transport workers while working with various multi-national governmental organizations and agencies.

The ITF is divided into eight sections which coordinate the federation's activities in behalf of workers in the following industries: shipping, ports and docks, inland navigation, fisheries, railroads, road transport, civil aviation and tourism services.

Additionally, the Seafarers Section and Dockworkers Section have a combined campaign to raise the standard of living for seamen working aboard runaway-flag ships. This effort is coordinated through the ITF Fair Practices Committee, where seafarers' affiliates and longshoremen's affiliates meet jointly.

Through this effort, the ITF attempts to protect seamen on flag-of-convenience ships from the exploitative actions of shipowners seeking the lowest possible costs through the device of subscribing to one of the world's runaway registries. These flag-of-convenience registries, usually established by nations seeking to raise hard dollars for burdened national treasuries, offer shipowners a scheme for avoiding taxes and regulations. Runaway registries also allow the shipowner to roam the world in search of the cheapest and most exploitable labor.

Through its campaign aimed at runaway flag operations, the ITF has signed collective bargaining agreements raising the standard of living for seamen on some 2,000 flag-of-convenience ships.

Brother Fay, a member of the SIU since 1949, often has represented the union at international meetings and forums. The Seafarer, who first became a union official 35 years ago, began participating in ITF activities, in behalf of the Seafarers, in 1975. In his capacity as an SIU official, Fay has held the posts of patrolman, port agent, headquarters representative, vice president and—beginning in October of 1990—secretary-treasurer.



John Fay

Thanks for the Memorable Meals



"There has never been a steward and chief cook combination like Elisa Schein (left) and Troy Pope," say AB Jack Alves, Bosun Bill Mortier and the rest of the grateful and well-fed *Sea-Land Consumer* crew. "The great variety and delicious meals, as well as soups, breads and cakes, are without equal," they wrote about the products of their galley shipmates in a letter to the *Seafarers LOG*.

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Bosun/AB Gary Coates completes his ballot at the New Orleans hall.

Voting Under Way In Union Election

Voting is under way at 20 union halls for Seafarers to elect the officers of the Atlantic, Gulf, Lakes and Inland Waters District. Balloting, which began November 1, will continue until December 31.

Members can obtain their ballot between 9:00 a.m. and 12:00 noon (local time), Monday through Saturday except holidays. Those eligible to vote are full book members in good standing, according to Article XIII of the SIU constitution, which spells out the union's election procedures.

At the hall, a member is given a ballot and two envelopes. After

marking his or her selections, the ballot is folded and placed inside an envelope marked "Ballot." That envelope then is sealed inside the second envelope with the mailing address of the bank depository where ballots are kept until submitted to the union tallying committee.

If a member is unable to go to one of the 20 halls where the election is being conducted, he or she may request an absentee ballot by writing to the SIU secretary-treasurer's office, 5201 Auth Way, Camp Springs, MD 20746.

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Clinton/Gore Victory Heralds Vast Change

Already there are signs the election of Bill Clinton and Al Gore as president and vice president of the United States will bring sweeping changes in the administration of this country's affairs.

Immediately after the November 3 general election, the newly elected ticket began setting forth their administration's major concerns. Topping the list is the state of the economy. At their first press conference, held November 12 in Little Rock, Ark., the president-elect and his running mate promised "aggressive and prompt" action directed at reviving the U.S. economy.

The president-elect, who will assume office on January 20, also outlined a strong code of ethics for his staff members to prevent what over the past decade has become a Washington, D.C.-revolving door syndrome of political appointees misusing their public connections for personal profit.

Promising targeted investment tax credits for job growth, Clinton said he intends to put together a "world class economic team" and "to take whatever steps that can be taken without new laws being enacted by Congress to revive this economy."

Clinton, the Democratic Party's presidential nominee, won 370 of the 578 electoral college votes, carrying the popular vote in 32 states, defeating incumbent president George Bush and independent candidate H. Ross Perot. The Arkansas governor will become the 42nd president of the United States.

SIU President Michael Sacco, in a communication to Clinton the day after the election, noted, "Your decisive and heartening



The victorious candidate for president of the United States, Bill Clinton, answers reporters questions during his first scheduled news conference since the general election. Vice President-elect Al Gore (left) also answered queries during the press conference, held in Little Rock, Ark.

victory in the presidential election is just what America needed to lift it from its present doldrums and to infuse it with fresh hope and the inspiration to tackle the many problems with which our country is currently weighted down."

In behalf of the Seafarers, Sacco assured President-elect Clinton of the SIU's "full support" as he begins "to take up the enormous job of changing America's direction."

Post-election polls indicated that a majority of voters found the state of the U.S. economy to be their number one concern.

Joining Clinton in Washington next year will be 259 Democratic congressmen and 175 Republican House members and one independent.

The final Senate composition depends on the results of a Georgia state runoff election scheduled for November 24. So far, 57 Democrats—the same number as before the November 3 balloting—and 42 Republicans will take their seats January 3 when Congress convenes. Of these, 110 new members will be sworn into the House, and the upper chamber will have at least 11 new members.

U.S. Gov't Abets Export of Jobs

The practice of American corporations leaving U.S. shores and setting up overseas production facilities as a means of escaping American wages, working conditions, safety and environmental rules and, of course, taxes, has been aided and abetted by an agency of the U.S. government, it has been revealed recently in two television news reports.

While the transfer en masse of production to off-shore sites is a phenomenon of the past few decades for many industries, Seafarers and seamen of other traditional maritime nations have been contending with runaway operations since the end of World War II.

The U.S. government, through several of its agencies, has played a role in making it possible for U.S. shipping interests to operate their equipment under flag-of-convenience registries. But the present situation, documented by ABC's *Nightline* and *60 Minutes* on CBS, is worse. In this case, an agency of the U.S. government not only is encouraging the transfer of American jobs overseas, but also is providing the seed money and investing in the runaway scheme.

The U.S. government's Agency for International Development (AID), an arm of the Department of State, has provided funding to groups promoting and developing so-called export processing zones—in other words, industrial parks in which the goods produced can be exported to the United States with little or no duty.

The U.S. government also has encouraged the flight of American jobs through such policies as low-interest loans, tax breaks and grants to business promotion groups. Shockingly, the U.S. government also has assisted foreign business groups to blackball and bust union organizations, *60 Minutes* revealed.

In September and October, the two television exposés and several news articles documenting the

U.S. government's support of runaway operations brought the issue to the attention of the American public. The press coverage vividly pointed out the U.S. government's support of job export schemes, an issue raised originally by the AFL-CIO before Congress in 1989.

After the spate of recent press, in response to the public outcry, Congress on October 5 adopted various measures to the foreign aid appropriations bill designed to make U.S. government agencies mindful of their responsibilities to American citizens.

Then-candidate for president, Arkansas Governor Bill Clinton, and his running mate, Senator Al Gore (D-Tenn.), expressed dismay at government policies which have promoted the export of American jobs. The two candidates, now president-elect and vice president-elect, pledged to bring a halt to such actions.

With the issue brought to the fore by the remarks of President-elect Clinton and the television coverage of *60 Minutes* and *Nightline*, the American public now is privy to what seamen have witnessed for years: U.S. companies transferring jobs overseas, avoiding American federal, state and local taxes, bypassing safety and environmental regulations—all the while aided by certain elements within the U.S. government.

Shipowners Early Runaways

The April 2, 1965 *Seafarers LOG* pointed out that runaway shipping is a drain on the U.S. treasury: "These operators spend billions of dollars abroad for ship construction—money which leaves the United States and never returns. They employ foreign seamen who neither pay income taxes to our government nor purchase consumer goods here. This money

Continued on following page



The use of U.S. government money in aiding American companies to transfer production overseas was the subject of an ABC *Nightline* report. Top photo, from that show is an out-of-work garment worker whose plant moved to Honduras. Below, one of the Honduran garment plant employees who now does the work formerly done in the West Virginia factory.



U.S. Government Aids Job Export Scheme

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too, leaves, never to return.

"The vast profits amassed by these runaway-flag operators never come back to the United States either in the form of corporate taxes or in the form of expenditures for goods and services. Instead they support foreign industries which compete in the world market with American goods..."

Despite broad support on the part of Congress and in certain quarters of all administrations, there has been a consistent anti-U.S. shipping bent on the part of some U.S. government agencies, among them the Department of Agriculture and the Department of State, the SIU has observed. The former agency often attempts to beat the nation's cargo preference laws; the latter often acts as an advocate of foreign interests.

But even seamen, who long have been familiar with government complicity with runaway operations, find the revelations of AID's overt financing and bullish aid extended to American businesses establishing offshore operations to go beyond any prior experience.

Tennessee Plant Shut Down

Among the examples raised in the press of such direct involvement in the transfer of U.S. jobs to developing countries in the Caribbean, Central America or Asia is the closing of a textile plant in Tennessee described in the *60 Minutes* segment.

On September 27, *60 Minutes* co-host Ed Bradley opened the program stating, "It comes as no surprise that the unemployment figures in the United States—nearly ten million at last count—are higher than anyone wants them to be. What may come as a surprise, though, is that the United States government, of all people, is promoting the export of some of the very jobs that workers in this country depend on for their livelihood."

The *60 Minutes* segment focused on a sportswear plant in El Salvador—where the average hourly wage for a worker in manufacturing is 40 cents an hour, or \$17.60 a week, or \$915 a year, and where the average cost to an employer for health insurance, if paid at all, is \$88.21 per year per employee. The sportswear plant, located in an export processing zone, had been set up with the help of U.S. government loans.

Bradley noted that besides low wages and no taxes, American companies were establishing production operations like the sportswear factory in places like El Salvador because "the U.S. government gives them low-interest loans, subsidizes worker training programs and offers tax breaks they can't get in the U.S."

The sportswear now manufactured in El Salvador was, until May 1991, produced in Decaturville, Tenn. The plant closing put 306 persons out of work.

The CBS news show disclosed an advertisement, paid for with contributions from AID, which urged U.S. manufacturers to set up shop in El Salvador, boasting a 57 cent an hour wage level. During the show, Bradley interviewed former Secretary of Labor Ray Marshall, an economics professor at the University of



Maidenform's West Virginia plant closed in March 1992. One hundred fifteen American workers lost their jobs.



American companies such as Maidenform move production to industrial parks in Central America like the one in Honduras in photo above, taken from the *Nightline* show.

Texas, who pointed out the foreign workers in these job export schemes earn "very low wages, subsistence-level wages" which means "they're not going to buy much from us [the United States]."

While AID official James Michel argued that growth in Latin America creates jobs in the United States, Marshall said there just isn't enough purchasing power in Central America to offset the loss of American jobs.

Bradley also discovered that in El Salvador's export processing zone, an industrial park financed with U.S. funds, "workers who want to join unions can be fired on the spot and their names placed on blacklists." A *60 Minutes* producer and crew, posing as a fictitious company's executives, were told by the top U.S. AID official in El Salvador that "they shouldn't have a problem with union laborers because job applicants are screened by the managers of the industrial parks," said Bradley.

In a campaign speech, Vice President-elect Gore said the closing of the Decaturville Sportswear Co., owned by Marlene Industries, had doubled unemployment in Decatur County. He noted that Marlene Industries also had shut down plants in Lexington and Hartsville, Tenn., while setting up another subsidiary, Perry Manufacturing Co., which is now one of the largest manufacturing firms in El Salvador.

Hondurans Making \$38 per Week

ABC's September 29 *Nightline* show focused on the closing of Maidenform's West Virginia plant. In March 1992, 115 American workers at that worksite lost their jobs, which had generally paid \$5.10 an hour (\$204 a week). Many of these workers at this time have not found new jobs and are close to exhausting their unemployment benefits. Their jobs are now being done in Honduras, in an export processing zone. The Honduran workers doing their work make \$38 dollars a week.

Nightline's reporter Dave Marsh noted, "What we have here is a question of priorities. In the last two years, the American government has spent two billion on economic aid to the Caribbean basin, about one hundred fifty million dollars specifically earmarked for job development. Over the same period, the federal government has spent just over one hundred million dollars for retraining American workers whose jobs have gone offshore."

Taxpayers Foot Training Bill

A *Journal of Commerce* article (October 22, 1992) reported that in Texas 1,100 workers at a Levi Strauss pants manufacturing plant lost their jobs when the company closed the factory in 1990. That line of pants then was produced for the company by a Honduran contractor.

That production transfer was aided by U.S. government monies. Part of the American taxpayers contribution to this job transfer scheme was paying for the training of the Honduran workers while also paying for adjustment assistance to the U.S. workers.

The Honduran workers making the pants were trained to do the job by the Honduran Council for Human Resources Development. That group received \$30 million from the U.S. government.

A U.S. government agency paid for adjustment assistance for the laid-off American pants manufacturing workers. In soliciting those funds from the Department of Labor, Levi Strauss boldly declared, "The employment of the San Antonio workers has been eliminated because of the company's decision to utilize (the) lower labor cost used to assemble its products through offshore sources."

According to the article, an AID spokesman said the U.S. contributed \$6.3 million to help fund a Honduran group that promotes industrial centers where American and foreign companies can set up production facilities to manufacture goods for export that can enter the United States without any duty attached.

AFL-CIO Issues Warning

In 1989, the AFL-CIO warned Congress of the actions of a U.S. government agency which undermined the employment opportunities of American citizens. In testimony to the House Foreign Affairs Committee, the organization representing some 100 national trade unions, said, "U.S. AID missions around the world are spending millions of dollars annually for programs that promote the export of foreign-produced or assembled goods into the United States."

"Our AID funds build the plants, develop the infrastructure (including, in some cases, adjoining airports), and advertise for joint investors. U.S. aid dollars in the past even have been used to tell the potential U.S. business investor that, if he takes his operation overseas, he will not have to worry about unions."

The AFL-CIO alarm went unheeded. In 1991, once again, the AFL-CIO, in a communication to congressmen and senators on foreign aid committees, warned of the misuse of taxpayer monies.

Ads such as these, distributed by foreign businessmen's groups and financed by U.S. government money, urge American companies to transfer their facilities overseas.

"... It would be unconscionable to have U.S. taxpayers' funds used to encourage export of U.S. jobs, while at the same time exploiting foreign workers," said AFL-CIO President Lane Kirkland in his letter to the elected officials.

Clinton/Gore Vow a Halt

The U.S. government's Agency for International Development "has spent at least \$289 million for programs to encourage American businesses to shut down here and move to Central America and the Caribbean," Governor Bill Clinton charged while campaigning in October.

"At a time when companies are having a hard time getting loans to expand factories in Middle America, Mr. Bush's administration is offering loans at low cost in Central America," the Democratic nominee for president said in a speech to a Louisville, Ky. audience in late September. American workers, he said, should not be asked to provide tax dollars "to pay for policies that take their jobs away."

In the second of the three presidential debates, Clinton said he would "stop the federal government's program that now gives low-interest loans and job-training funds to companies that will actually shut down and move to other countries."

Throughout the campaign, Clinton and Gore suggested that instead of U.S. government monies being used to create private-sector jobs in Central America, a Clinton administration would concentrate on job-creation strategies within the United States.

"As president, I will reorganize and direct our foreign assistance programs. I believe we should stress not only sustainable development but also the development of skills, of values, and the institutions of free society. But I do not believe in this difficult time we should spend American foreign aid dollars, as the Bush administration has done, to subsidize American companies to shut down plants in the United States and move them overseas," said Clinton to a Milwaukee audience on October 1.

Congress Takes First Step

On October 5, in one of the last legislative actions taken before the end of this year's session, Congress made it illegal for AID to promote the export of American jobs or to fund the start-up or maintenance of so-called export processing zones, or industrial centers from which manufactured goods can enter the United States duty free.

The Foreign Aid Appropriations Bill (H.R. 5368) also prohibited the use of AID funds for any activity which violates workers' rights.

The actions by Congress are a first step. The restrictions merely apply until the next round of foreign appropriations, approximately one year from now.

In the bill's section on U.S. funds to the Inter-American Development Bank, the Secretary of the Treasury was directed to instruct the group's U.S. director to "vote against funding for any project if it is likely to cause a loss of jobs within the United States."

In another bill, the Jobs Through Exports Act of 1992 (H.R. 4996), Congress added language to prohibit the use of funds allocated to various international groups under the foreign assistance act for any activity which exports U.S. jobs or contributes to the violation of workers' rights.

Seafarers and Politics— A Good Mix



Bosun Carlos Gutierrez goes door-to-door in New Orleans to advise voters of the records of the candidates.

Working on behalf of SIU-backed candidates, Seafarers all over the country not only voted but also volunteered their time to assist with election-oriented activities. Whether supporting Arkansas Governor Bill Clinton's presidential bid or assisting a candidate for state legislature, SIU members participated in hundreds of campaigns across the states.

Seafarers talked with other voters about the records of the candidates they supported. By going door-to-door, making phone calls or standing on busy corners, Seafarers passed out literature and passed on information about their candidates.

Also, members and their families participated in several campaign rallies around the country, assisting the events' organizers to ensure the activity was successful.

SIU representatives throughout

the country reported that Seafarers were active around the clock in election activities up to and on November 3.

In Louisiana, the contribution Seafarers can make to the campaign effort was recognized by a well known veteran of politics. Retired U.S. Senator Russell Long, a long-time supporter of U.S.-flag shipping who worked closely with SIU President Paul Hall in the '60s and '70s, observed a crowd of Seafarer volunteers driving up to an outdoor campaign rally. "That's how we do things," he told the crowd. "That's a Seafarers' car!"

Retiree's Son Elected

Union members walked door-to-door, crewed campaign offices and distributed flyers throughout the New Orleans area. One of the beneficiaries of the effort was the son of SIU retiree Harry Lee Frierson. His son, Harry L. Frierson Jr., was elected state representative from Mississippi's 93rd house district which borders Louisiana along the Pearl River in the southern part of the state.

From the ports of Wilmington and San Francisco, Seafarers assisted in electing Dianne Feinstein and Barbara Boxer to the U.S. Senate and re-electing Vic Fazio to his U.S. House seat in northern California. Feinstein and Boxer became the first two women ever elected to hold U.S. Senate seats from the same state at the same time.

SIU members participated in phone banks in the San Francisco, Oakland and Los Angeles labor councils, urging fellow trade unionists and their families to go to the polls.

Further up the coast in Seattle, members and their families worked hard to elect Patty Murray to the U.S. Senate and Maria Cantwell to the House, where she will represent the Seattle area. As in other ports, phone bank and literature drop participation by Seafarers played vital roles.

Help Several Races

The re-election campaigns of

Representatives Gerry Studds and Barney Frank were aided by members from the New Bedford area. Studds, who is expected to be named chairman of the House Merchant Marine and Fisheries Committee, faced a tough battle after his district was redrawn with



Steward Assistant Walter Schoppe prepares a precinct list for the Philadelphia election effort.

many new precincts. Seafarers helped him recapture the Democratic nomination, then were very active in his general election campaign which he won with 62 percent of the vote.

Frank took over part of Studds' old district, including New Bedford. Seafarers were instrumental in getting his name and stand on the issues before voters in the new district. Frank captured 72 percent in the general election.

Get-out-the-vote efforts in New York included members holding campaign signs and passing out leaflets during the New York Marathon a week before election day.

Going Door-to-Door

Philadelphia-based Seafarers participated in several rallies, made phone calls, drove voters to the polls, served as poll watchers and rang door bells on election day to gather votes for their candidates.

Across the state line in New Jersey, SIU members campaigned

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Showing their support at a rally in Louisiana for the presidential ticket are (left to right, front row) AB Hector White, FOWT George Lizano, FOWT Andrew Lewis, OMU U. Cowart, Bosun Cesar Gutierrez, (back row) Cook William Daniels and AB Gary Coates.



Seafarer Michael Marquette took the photo above of some of the 150 SIU members from the Houston hall as they lend a hand in the effort to elect Gov. Clinton and Sen. Gore.

Lundeberg School Fine Tunes Inland Boatmen's Curriculum

Representatives from 13 inland companies met with SIU officials at the Paul Hall Center for Maritime Training and Education to determine the training needs of the industry and fine tune the Lundeberg School's curriculum for Seafarers sailing on tugs and tows.

"We are looking to the future," SIU Executive Vice President Joseph Sacco said in opening the November 18 meeting. "We want to enhance the industry. We want to create a partnership by working closely with management and government."

While Lundeberg School instructors presented outlines of the courses available to the inland industry, Vocational Director Bill Eglinton said the school recognizes that each company and region may have unique training needs. Thus classes can be tailored to the needs of their particular boatmen.

David Kish, a vice president with the Delta Queen Steamboat Co., explained how school instructors visit the *Delta Queen* and *Mississippi Queen* on a regular schedule to train crewmembers in firefighting and first aid techniques while the vessels are sailing. "Our people receive practical knowledge of the equipment on their vessels," Kish

noted. "That helps them know first hand what the gear can do and how to handle it. The training does not interfere with vessel operations, and we've discovered that our passengers are fascinated that they can watch actual training take place."

Tailor-Made Courses

Eglinton and Instructor Bill Foley went on to describe how special courses were held at the school for engine department members sailing for Allied Towing and Luedtke Dredge. "Custom-made courses can be made to upgrade your members," Foley noted. "You can pick and choose the topics you want covered from (the Lundeberg School) catalog."

Of particular interest to the company representatives were the courses created after the implementation of the Oil Pollution Act of 1990 (OPA '90). The officials listened as instructors discussed oil spill containment and prevention and hazardous material handling class outlines.

"When the seamen or boatmen leave the school, we want them to know the fundamentals dealing with OPA '90," Eglinton told the group. "We want Seafarers to know what they are dealing with and to have the latest information."

Fire Vest Unveiled

Many of the representatives got their first look at a new vest capable of holding five gallons of foam that can be used to smother benzene and other hazardous vapors as well as fight fires. The vest is the newest technology for use in the field.

"This takes the place of five or

six men passing foam buckets to a dangerous area," said Byran Cummings, one of the school's firefighting instructors. "One man can go into a tight area and can use this even with life support equipment. It saves time when seconds are valuable."

Mark Rohn, director of fleet operations for Great Lakes Towing, was at the Lundeberg School for the first time. "I had no idea what the school could do for our people," Rohn noted after the meeting. "This place is much more extensive than I thought it would be."

The group of company, union, school and Coast Guard representatives determined that future meetings should be held. An adhoc advisory committee chaired by Lundeberg School Representative Bill Saul was created to devise an agenda for the next meeting. Also selected for the committee were Rohn; Eglinton; John Burns of Maritrans; Don Ivins, Express Marine; George McGinty, Turcamo; Bill Ferguson, Orgulf; Arthur Kulp, Crescent Towing, and Randy DeKrone, Coast Guard. Others are expected to be named by the end of the year.

"I'm glad to see these meetings," said the general manager of McAllister of Virginia, George Flanagan. "If management and labor can't work together, neither can survive."

Other companies who were represented at the meeting included Energy Ammonia Transportation, McAllister Brothers, Moran Towing, North American Trailing, Morania Oil Tanker Corp. and Western Towing.



SIU Executive Vice President Joseph Sacco (center), Tom Watkins of the U.S. Coast Guard (left) and Lundeberg School Instructor Bill Foley review Coast Guard testing procedures.



Lundeberg School Representative Bill Saul, a retired inland company executive, coordinated the conference. In photo above, Saul opens the session.



Randy DeKrone (left) of the U.S. Coast Guard discusses OPA '90 with George Flanagan, general manager for McAllister of Virginia.



John Burns, labor director at Maritrans, discusses training for ABs working aboard tugs and tows.



Demonstrating the newest firefighting technology—the foam vest—is Lundeberg School instructor Byran Cummings.



Explaining how instructors teach aboard the *Delta Queen* while it is sailing is David Kish, a *Delta Queen* Steamboat Co. vice president.



Vocational Director Bill Eglinton (right) talks with Dave Brown of Orgulf/Red Circle Tugs about specialized courses.



Jim Brown, an instructor at the Lundeberg School, takes the inland company representatives on a tour of the school's shiphandling simulator, which can recreate sailing conditions on any American waterway.



SIU Executive Vice President Joseph Sacco (center), Tom Watkins of the U.S. Coast Guard (left) and Lundeberg School Instructor Bill Foley review Coast Guard testing procedures.

12 Bosuns Complete Rigorous Recert Training

Twelve Seafarers recently took a giant step to advance their careers and improve their work skills when they completed the rigorous bosun recertification course at the Paul Hall Center for Maritime Training's Lundeberg School.

The dozen, who completed the highest curriculum available to SIU members who sail in the deck department, graduated on November 2.

Simply gaining entry into the course is tough. From numerous applicants, only a small percentage is selected by a committee of rank and file members.

Once chosen, the bosuns receive thorough, top-flight training and testing in areas such as firefighting, navigation, communication and union education.

Each of the new recertified bosuns said the course will help them be more efficient seamen. They also will pass along much of what they learned to their shipmates.

"After taking this course, I feel sure I'll be able to perform my duties better as bosun and be a better ship's chairman," said 38-year-old Dan Marcus, who graduated from the Seafarers Harry Lundeberg School of Seamanship 20 years ago. "As for the school, it was good in the old days, too. But it now has evolved into a world-class training facility."

"No doubt, this brought me to a higher skill level," said Jerome Williams, 34. A 13-year member of the SIU, Williams pointed out that he now knows "more about the SIU's expectations of me, not just my expectations of them. Both parties have responsibilities."

Advanced Training

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

Another key segment of the bosuns' course of study focused on the workings of the SIU and its various plans. The bosuns were brought into contact with every department of the SIU for ques-

tion-and-answer sessions.

For example, they conferred with officials from the union's collective bargaining department, from its governmental affairs

riculum prepares you for the next part of the course."

During a brief speech at the graduation ceremony, Canales expounded on the value of

deberg School to college. "This place is on a par with any college," said the 37-year-old Seafarer who joined the union 14 years ago in the port of New



The twelve members of the November 2 graduating bosun recertification class are (from left, front row) Carlos M. Soto, Larry D. McCants, Neftali Santana, Carlos H. Canales, (second row) William Card, Lou Flade, James A. Bernachi, Joel Miller, (third row) Donald W. Plummer, Dan Marcus, Jerome "Big Jay" Williams and Jon Humason.

department, from the welfare, vacation, training and pension funds and from the Seafarers LOG.

Moreover, the bosuns studied and practiced communications techniques and leadership skills in workshop-like sessions with Lundeberg School instructors.

'A Place You Can Call Home'

Larry McCants rated the bosuns' trip to the union's headquarters in Camp Springs, Md. and to Capitol Hill as the high point of the recertification course. "I learned a lot about how the union works and how Congress works," said the 35-year-old Seafarer who ships from the port of Mobile, Ala.

McCants, who graduated from the Lundeberg School in '79, implored his fellow members to "take advantage of our school. It's a unique place, a place you can call home."

For Bill Card, having his wife, Pamela, and daughter, Danielle, with him throughout his stay in Piney Point made the school seem much more like home. "It's wonderful that they allow your family to accompany you," said Card, 43, who joined the union in 1968 in the port of New York. "The people at the school make your family feel welcome. . . . This is just a great opportunity to improve your skills."

Similarly, Carlos Canales' wife, Antonette, was at the school upgrading to cook and baker while Carlos took the recertification course. "This was even better than I expected," he said. "I like the way each part of the cur-

riculum prepares you for the next part of the course."

Course Makes Bosuns More Efficient

Carlos Soto, 49, said he "loved the course. The best part was the firefighting, first aid and CPR. With that, you can really help people." Soto's three daughters, Ivonne, Ivette and Jeannette, travelled from New York to Piney Point for the ceremony. "We're proud of our father," Ivette said.

Fifty-year-old Neftali Santana noted the dramatic improvements in both the school's facilities and its curriculum. He had not been to Piney Point since 1975, when he upgraded to AB. "The classes were interesting and we had a great bunch of guys," added Neftali, who lives in Puerto Rico and who joined the SIU 25 years ago in the port of New York. "I learned a lot and feel like the course will improve my work."

Likewise, Donald Plummer was taken aback by the progress of the school. Plummer, 35, graduated from the trainee program in 1975 and had come back to the school one time. "The food is a lot better now," he said with a laugh. "Actually, this is quite a layout. The facilities and the course were top-notch. I learned a lot, and this will help me become a better ship's chairman."

Plummer's mother, Evelyn, came from New York to the school for the graduation ceremony. "My son has been working toward this for a long time," she said. "This is quite an accomplishment."

Jim Bernachi, 46, said the course "gave me a better understanding of the union and how it works. I liked all of it." Bernachi, who joined the SIU 18 years ago in the port of St. Louis, said the recertification course "undoubtedly made me a better union member and a better seaman."

SHLSS Compares Favorably

Lou Flade, who formerly attended a major northeastern university, compared the Lun-

deberg School to college. "This place is on a par with any college," said the 37-year-old Seafarer who joined the union 14 years ago in the port of New

York. "The instructors are top-flight, the facilities are amazing and the training is extremely useful. . . . It reminds me of a big university satellite school."

Jon Humason, 40, said he appreciated "learning the inner workings of the union. I have a much better insight into how things operate, and I will relay that to other members." A 21-year member of the SIU, Brother Humason ships from the port of Norfolk, Va.

Lundeberg School graduate Joel Miller, 37, said he found the



Carlos Soto (left) and Jerome Williams serve on selection committee.



Larry McCants gets some practice driving the forklift truck.

sealift training "very interesting. And all of the instructors are really good."



Jim Bernachi completes advanced classes in first aid and CPR.



Lou Flade receives congratulations from Exec. VP Joe Sacco.



Dan Marcus (right) improves his wire splicing skills with help from fellow Bosun Carlos Canales.



Neftali Santana takes over the wheel as part of his course work.



Bill Card addresses the union's monthly meeting in Piney Point, Md.



In Algonac, Bosun Marty Tighe points out one of the races on the sample ballot to a friend.

SIU Election Under Way

Continued from page 3

Appearing on the ballot are the names of the candidates for president, executive vice president, secretary-treasurer, six vice presidents, six assistant vice presidents, two headquarters representatives and 10 port agents. Those elected will serve a term from 1993 to 1996.

In keeping with the constitution, a union credentials committee reviewed the nominations for the various positions and issued its report at the September membership meetings. A notice of election was mailed in September to all members at their last known address. The notice included a list of polling places and a sample ballot. The October issue of the *Seafarers LOG* published a copy of the ballot.

A rank-and-file tallying committee will be elected at the December membership meeting in Piney Point. That committee will tabulate and announce the election results when it meets in January.

Voting locations include the SIU halls at 1216 East Baltimore Street, Baltimore, Md.; 2 West Dixie Highway, Dania, Fla.; 520 St. Clair River Drive, Algonac, Mich.; 705 Medical Arts Building, Duluth, Minn.; 606 Kalihi Street, Honolulu, Hawaii; 1221 Pierce Street, Houston, Texas; 3315 Liberty Street, Jacksonville, Fla.; and 99 Montgomery Street, Jersey City, N.J.

Member eligible to participate in the election may also vote at SIU halls at 1640 Dauphin Island Parkway, Mobile, Ala.; 48 Union Street, New Bedford, Mass.; 630 Jackson Avenue, New Orleans, La.; 635 Fourth Avenue, Brooklyn, N.Y.; 115 Third Street, Norfolk, Va.; 2604 South Fourth Street, Philadelphia, Pa.; Lundeberg School of Seamanship, Piney Point, Md.; 350 Fremont Street, San Francisco, Calif.; 1057 Fernandez Juncos Avenue, Santurce, P.R.; 2505 First Avenue, Seattle, Wash.; 4581 Gravois Avenue, St. Louis, Mo.; and 510 North Broad Avenue, Wilmington, Calif.

Moran Boatmen Update Skills At Week-Long Seminar

Another 10 SIU boatmen who sail for Moran Towing of Texas updated their seamanship skills during a one-week seminar in October at the Lundeberg School in the Paul Hall Center for Maritime Training and Education. This is the second class held this year at the Piney Point, Md. facility for Moran members.

The boatmen—all barge captains or licensed officers—received concentrated training in oil spill prevention and containment as well as hazardous materials handling. The 10 learned how the regulations created by the Oil Pollution Act of 1990 affect them on the job. During their week at the school, the Moran boatmen also had classes on firefighting, shiphandling and first aid and CPR. Other classroom training included communications and stress management.



Moran boatmen practice fitting gas masks as part of their hazardous materials handling course.

The training received by the Moran crewmembers has contributed to the high quality of work performed, according to

Captain Russ McVay, Moran vice president. "We always come away having had a good experience," added McVay, who also served as an instructor on company policy and procedure. McVay also sat in on several classes presented by the Lundeberg School staff.

McVay stated another by-product of the seminar is union members and management get the chance to talk with each other outside of the job. "That's one of the benefits of staying together (at the school) Some of the best conversations take place in the evenings or at breakfast."

Because the reaction after the training has been so positive from this group as well as one that completed its training in February, McVay noted Moran plans to work with the school to hold training annually.



Gaining shiphandling experience in the school's simulator are Clem Mabile (left) and John Sparks.



Writing his address on the mailing envelope after voting in Seattle is Recertified Bosun David Atkinson.



Steward Assistant Hector Felix places his completed ballot into the mailing envelope in Seattle.



Graduates of the recent Moran Towing training seminar include (left to right, front row) Mark Taylor, Dino Bailey, C.J. Kruger, Wes Taylor, John Sparks, (back row) Charles Tuck, Brett Currence, David Richard, Ryan Riggins and Clem Mabile.

Former Sugar Workers President Dies at 59

Donald Tacconi, former president of the SIUNA-affiliated Sugar Workers Union No. 1, passed away October 11 due to cancer. He was 59.

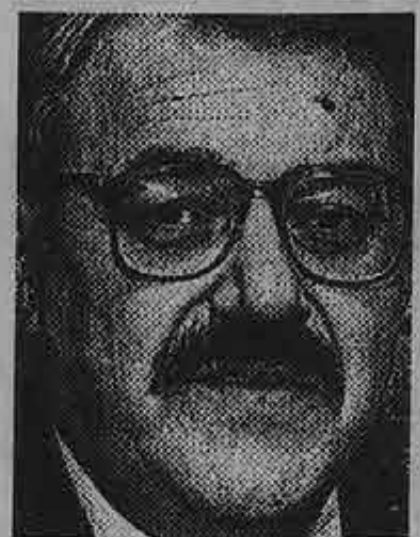
Tacconi, known to friends and family as Waldo, worked at C&H Sugar in Crockett, Calif. for 39 years. He also was a founder and past president of the Crockett Chamber of Commerce.

Additionally, Tacconi

operated Waldo's Fix-It Shop, a small-appliance repair facility in Crockett, and belonged to two volunteer fire departments.

Previously, he served in the U.S. Army from 1953 to 1955.

Tacconi is survived by four children: Ruthie Tacconi, Theresa Repass, Donald Tacconi II and Tony Tacconi; by his father, Sam Tacconi; and by sisters Rosemarie Mallory and Betty Broglio.



Donald J. Tacconi



Voting takes place in San Francisco. Recertified Bosun Jim Radder (left) studies the sample ballot while Recertified Bosun Jimmy Crain signs the polling list. Looking on are Port Agent Nick Celona (second from right) and Patrolman Raleigh Minix.

Testing Proceeds Smoothly

Tanker Seamen Must Hold Benzene Clearance Cards

As of the beginning of this month, Seafarers who ship on a tanker or tank vessel will be required to hold documents indicating they have been cleared to work with and around the chemical benzene and products containing benzene. The original cutoff date of November 1 was changed to December 1.

To provide Seafarers who wish to throw in for tanker jobs after December 1, testing for benzene clearance began last month at all welfare plan clinics and PPOs. "The testing is going very well," said Dr. Kenneth Miller, director of the welfare plan's medical department.

At one union hall, testing was voluminous but efficient. Roughly 140 Seafarers were tested during a two-day period at the Seattle hall, said Seattle Port Agent Bob Hall. "We brought the

"Most of [the seamen from Baltimore] who ride tankers are working right now. But when they come in, they will have to have the tests."

A change in shipping rules adopted by the Seafarers Appeals Board, in compliance with Coast Guard regulations which were announced in October 1991, states no member will "be shipped to a contracted tanker, tank vessel or barge" unless he or she possesses "a Seafarers Welfare Plan benzene clearance on their clinic card and a current Seafarers Welfare Plan benzene certificate."

The benzene-related documents are not needed at the time of registration for a job, but they are required at the time of claiming a job on a tanker. (Note: Seafarers shipping on container-ships or dry bulkers or certain other types of vessels do not have to hold benzene-clearance documentation. However, the tests are available to all members.)

Benzene is found in many petroleum-based substances such as gasoline, crude oil, kerosene and jet fuel. It is used in the manufacturing of many other products.

Repeated or prolonged exposure to benzene can pose health risks. But the risks can be minimized by monitoring a person's blood count and by checking his or her respiratory health in order to determine if he or she safely can wear a protective mask.

Two Medical Tests

Two tests are being given to Seafarers who throw in for tanker jobs. The blood test is known as a Complete Blood Count (CBC), while the breathing test is called a Pulmonary Function Test (PFT).

The CBC, taken annually, reveals the make-up of an individual's blood. The CBC is required because benzene can impair the work of red blood cells, which carry oxygen; white blood cells, which fight infections; and platelets, which help the blood clot.

In the PFT test, a person blows through a tube into a machine that registers his or her breathing capacity. This test, required every three years, determines the type of respirator a member must wear when handling or working around benzene.

SEAFARERS WELFARE PLAN
Medical Department

MEDICAL EXAMINATION REPORT for BENZENE EXPOSURE EVALUATION

Name _____ SS# _____ Date _____

In accordance with the United States Coast Guard regulations, I evaluated the individual named above. In my professional opinion, I state the following:

- There are no medical conditions, abnormalities in the medical examination or abnormal test results which would limit the ability of this seafarer to work in an environment where benzene exposure may occur. There is no limitation on the seafarer's ability to use a respirator to reduce benzene exposure in the appropriate circumstances.
- There are medical conditions, abnormalities in the medical examination or abnormal test results which would limit the ability of this seafarer to work in an environment where benzene exposure may occur. They are as follows:

- There are medical conditions, abnormalities in the medical examination or abnormal test results which may limit this seafarer's ability to use a negative pressure respirator to reduce benzene exposure in the appropriate circumstances. They are as follows:

I have informed the seafarer of this opinion of this report to the employer's representative.



Steward Manfred Mueller checks his lung capacity by taking a Pulmonary Function Test (PFT).

local clinic to us, and everything went fine," he noted.

Similarly, Bob Selzer, patrolman in the port of New York, said he sees "a majority of members from the area are signing up for the tests, which have gone very well. The members don't mind, they realize it's the law now."

Sal Aquia, Baltimore port agent, said only a handful of members there have undergone testing. But, he pointed out,



In the background, Shannon Clausgen from Seattle's Virginia Mason Clinic monitors QMED Allen Donohue's Pulmonary Function Test (PFT), while in the foreground, Pam Corey draws blood for a Complete Blood Count (CBC) from DEU Antonio Gonzales.

If tests reveal any medical condition which could prevent a Seafarer from working around benzene or using a protective mask, an explanation will be written on an examination report and given to the seaman.

After meeting the Coast Guard-mandated physical requirements determined by taking these tests, the Seafarer will be issued a yellow benzene clearance card. His or her clinic card will indicate the tests have been taken, and the member also will receive a written statement indicating if he or she has any medical condition which could prevent him or her from working around benzene or using a protective mask.

If questions exist concerning the test results, the clinic will forward the information to an independent Medical Review Officer who will make a final determination.

Dr. Miller stressed that failing either test does not necessarily mean someone has a serious problem. In fact, in most cases, those members found to have blood or respiratory disorders that prevent them from having contact with benzene may continue sailing on containerships, dry bulkers and other benzene-free ships.

Additionally, it is likely that low red or white blood counts can be increased to sufficient levels via nutritional awareness and/or medication such as iron pills.

Coast Guard regulations stipulate that tanker and tank vessel operators are required to carry on board their vessels the necessary protective equipment, including masks, that will minimize against chemical exposure when the gear is worn.



Pam Corey from Seattle's Virginia Mason Clinic draws blood from SA Dannette Funk during her benzene test.



Electrician Mike Powell takes the Pulmonary Function Test, monitored by Pam Corey, while SA Dannette Funk waits her turn.

Under Capt. Tucker's Command, Tug Jackson Is Mobile Fixture

Get Captain Charles Tucker started about his 42-year career at sea, and he will tell stories about using his tugboat to brace barges against the dock to prevent them from breaking away during a hurricane, about catching a runaway barge before it strikes a bridge, or about towing vessels through the Gulf of Mexico.

The only problem is getting the 59-year-old Seafarer to start talking. Tucker is known along the docks of Mobile, Ala. where he guides the *Admiral Jackson*, as soft-spoken and dedicated to his crew.

"He doesn't talk unless he has something to say," Engineer Johnny Johnston told a reporter for the *Seafarers LOG*. "He's the best captain to sail with," Johnston, who has been sailing with Crescent Towing five years, added. The other two members of the *Admiral Jackson* crew—AB D.E. "Pete" Saranthus and OS Chris Walker—nodded in agreement.

The vessel Tucker commands is one of three Crescent tugs that assist with arrivals and departures of freighters and tankers in Mobile harbor. But Tucker's career has spanned much more

than ship docking assignments in southern Alabama.

When he joined the SIU in 1950, Tucker worked deep sea and sailed in all three departments until he decided to stay in deck and become an able bodied seaman. "I worked as a day man mostly," he recalled.

In 1965, Tucker started sailing inland because "I wanted to stay at home. I had seen a lot of the world, but I wanted to be closer" to his home town of Chickasaw, Ala., only 15 minutes from Mobile.

Since then, he has sailed tugs along the Gulf of Mexico between Houston and Tampa, Fla. until he signed on with Crescent in 1979, which has kept him in the Mobile harbor area.

When pressed, Tucker recounted the rescue of a breakaway barge that was headed for a piling supporting the new Cochran Bridge (on Interstate 10) spanning the Mobile River. "It was nothing out of the ordinary. We had some rough weather and heavy winds. [The barge] broke loose and we were notified. But we got it before there was any damage."



OS Chris Walker paints a bulkhead on the *Admiral Jackson*.



The Crescent tug *Admiral Jackson* ties up at the dock in Mobile, Ala.



Guiding the *Jackson* up the Mobile River is Captain Charles Tucker.



Engineer D.E. "Pete" Saranthus signs a crew list as Mobile Port Agent Dave Carter watches.



Deckhand Billy Janes and his wife, Tammy, pose in front of the remodeled galley Janes built and assembled—with the help of the crew—in less than five weeks.



Engineer Johnny Johnston grabs a quick bite between jobs.



Checking the oil on another Crescent tug is Engineer Roy Saranthus.



Captain Pete Bums (left) and Relief Captain Ronnie Walker watch as the inspection of the tug's propellers is carried out.



Kyle Tucker (left) and Jamie Tucker help crew the *Ervin S. Cooper*.

The Cooper Rated Ship-Shape; Ready to Resume Ship Docking

Helping large vessels dock day after day can take a toll on any tugboat. So following a recent ship docking, Crescent Towing's tugboat *Ervin S. Cooper*, which is crewed by Seafarers, tied up to the pier in Mobile, Ala. for a thorough inspection from the bottom up.

A team from a diving and salvage boat pulled alongside and went overboard to inspect the propellers, shaft and pipes of the tug to make sure everything was in working order.

The twin-screw tug *Ervin S. Cooper* is one of the larger boats in the Crescent fleet.



Crescent Towing's tugboat *Ervin S. Cooper* ties up in Mobile.



Inspection boat checks tug's props.

Pfeiffer Crew Sings Praises of New Containership



The R.J. Pfeiffer docks in Wilmington, Calif. after completing its first voyage to Hawaii.

SIU crewmembers are reporting smooth sailing aboard the R.J. Pfeiffer, the 714-foot containership which began operations for Matson Navigation Co. in August.

"I love it," Chief Steward Koon T. Lau told Wilmington (Calif.) Patrolman Robert Scrivens upon completion of the ship's first round trip to Hawaii. "This ship is beautiful."

The unlicensed positions on the Pfeiffer are filled by members of SIUNA affiliated unions—AGLIWD for galley personnel, Sailors' Union of the Pacific for the deck gang, and Marine

Firemen's Union in the engine room.

The vessel is the first large commercial ship to be built in the United States since 1987. It sails between Hawaii and California with round trips averaging two weeks in duration. Like all other Matson vessels, the Pfeiffer only serves U.S. ports, thus it falls within provisions of the Jones Act which requires ships to be built domestically.

Also serving with Lau in the galley are Chief Cook Alex Ababa and Assistant Cook Stanley Paea. Called in to help is standby GSU Randy Witowich.



Preparing the steam table is Chief Cook Alex Ababa.

The Canales' Upgrade For a Better Future

Recertified Bosun Carlos Canales has been a Seafarer since 1964, while his wife, Antonette King Canales, has been in the union for four years.

Regardless of the disparity in their numbers of years at sea, Mr. and Mrs. Canales strongly agree that upgrading at the Seafarers Harry Lundeberg School of Seamanship is a vital step in any member's career.

Carlos recently completed the recertification course, while Antonette was scheduled to finish the cook and baker course in late November. (She also took lifeboat and LNG training while studying at the school throughout Carlos' stay.)

"It's simple," says Antonette. "Upgrading allows you to have a better career. You become more skilled and you increase your earning power."

For Carlos, passing the highest curriculum available to Seafarers who sail in the deck department "gave me a new appreciation for the school and the opportunities here. You're never too old to learn."

Keep America on High Seas

While staying at the Paul Hall Center, the Canales, who cast absentee ballots in the November presidential elections, stayed abreast of national issues through the Washington media. "We need to develop a peacetime economy that strongly includes merchant shipping," declares Carlos. "We must keep America on the high seas and never leave ourselves vulnerable."

Both Carlos and Antonette, who sailed on OMI Corp.'s Cape Clear during and after the Persian Gulf war, point out how the war provided yet another

reminder of the merchant marine's importance to U.S. defense.

From the start of Operation Desert Shield through the conclusion of Desert Sortie, more than 15 million tons of cargo and fuel were carried to and from the Middle East aboard U.S.-flag vessels including Ready Reserve Force (RRF) ships, Military Sealift Command (MSC) contracted vessels and privately owned commercial ships. Nearly 900 lifts moved more than 12 million short tons of dry cargo and fuel on government owned or contracted vessels. Another three million short tons were transported on privately owned container and breakbulk ships.

Happy Ending

Carlos and Antonette, who ship out of the port of Jacksonville, Fla., celebrated the end of the war with a shipboard wedding. They were married aboard the Cape Clear on March 13. Both say their lives only have gotten better since then.

After a brief stay on the beach following the wedding, they signed on the Gulf Trader and were part of the last convoy to bring equipment back to the U.S. from the Persian Gulf. "All the activity there was amazing," says Carlos. "We were elated when it was over."

Antonette began her career with a trademark statement telling dispatchers in the Jacksonville hall: "Just give me sky and water." Now, she adds Carlos to her list of necessities. And as always, she remains enthusiastic about her career. "The SIU has been good to me. I say let's keep getting more ships and go to work!"



Antonette King Canales congratulates her husband, Carlos, following his graduation from the recertified bosun course.



Showing approval for the new galley is standby GSU Randy Witowich.



Assistant Cook Stanley Paea is ready to serve lunch.



Chief Steward Koon T. Lau stirs a sauce as he makes dinner.

Seafarers Stump for Their Candidates

Continued from page 5

for and elected the first Hispanic congressman from the Garden State, Robert Menendez. He took the open Jersey City-Elizabeth seat by more than a two-to-one margin.

Seafarers also assisted in the re-election of U.S. Representative William Hughes. The Atlantic City-area representative serves on the House Merchant Marine and Fisheries Committee.

Once again, Great Lakes members based at Algonac worked in U.S. Representative David Bonior's re-election campaign. Bonior serves as the House Majority Whip, the third highest ranking position directly behind the speaker and majority leader.

Make Candidates' Signs

While some members attended rallies and helped in get out the vote efforts in Houston, others made signs for candidates. More than 50,000 signs for presidential, congressional, state and local candidates were assembled, and then were distributed to get their names known to voters.

In Jacksonville, Seafarers made phone calls and passed out literature for Corrine Brown, who joined two other blacks to be the first African-Americans elected to Congress from Florida.

Members also helped Tony Hill, a member of the Longshoremen's union and the Jacksonville Port Maritime Council, to become a member of the state house of representatives.



Seattle Seafarers review a precinct map before leafletting for U.S. Senator-elect Patty Murray. From the left are FOWT Steve Ondreako, DEU Mark Nason, DEU Terry Hutson and Chief Cook Lewis Johanson.



Leaving no doubt about whom they support are Posey Powers (seated) and retirees Paul Roder (in white shirt) and Jesse Duet, pictured above at a campaign event in Louisiana.

Search Ends for Missing SIU Fishermen

Five New Bedford fishermen are listed as missing and presumed dead by the U.S. Coast Guard after their vessel failed to return on time to the port of New Bedford, Mass.

Atlantis Captain Francisco M. Barroqueiro, First Mate Antonio de Pinho and Deckhand Joaquim Caseiro were longtime SIU members, while Engineer Edgar Lobo and Cook John Barros recently signed on. Their boat was last seen by a fellow fishing vessel 45 miles south of Nantucket, Mass. on October 25. The *Atlantis* was due in port on October 29. Coast Guard search



Joaquin Caseiro



Francisco M. Barroqueiro

and rescue operations began on October 31 after the 72-foot dragger was reported as overdue. No trace of the fishing boat was

spotted by the time the air and water search ended November 4.

"We still have no idea what happened," Port Agent Henri Francois told the *Seafarers LOG*. "No slick, no wreckage, not even a board has been found. We just keep waiting."

The *Atlantis* was equipped with survival suits for all the crew, an emergency positioning indicating radio beacon (EPIRB), a cellular telephone and other safety/survival gear. No mayday or EPIRB signal was given.

No Problems Reported

Family and friends last heard from the crew of *Atlantis* on October 23 when it docked in Nantucket to repair its fresh water tank. Besides one crewmember reporting he got seasick from rough seas, there were no other problems noted by the men.

Francois explained the two-day delay in beginning a search after the boat was late is standard procedure. "Most fishing trips last eight or nine days," he said. "Sometimes, the captain wants to get another thousand to two thousand pounds of fish before coming home. They'll stay out a few more days, then head back."

The port agent recalled that the crew had reported the fishing had been poor when the craft docked in Nantucket.

'Good Guys'

"The missing men were good fishermen and good family men," Francois, who knew all of the missing men, said. "I personally sailed with Caseiro. He was a good union brother."

Barroqueiro, 32, is survived by his wife, Rosa, and two children. De Pinho, 46, is survived by his wife, Maria. They have four children. Caseiro, 59, is survived by his wife, Deolinda. They also have two children. Lobo, 35, was the father of three children. Barros, 43, is survived by his wife, Fatima. They also have three children.



Five New Bedford fishermen are presumed dead by the U.S. Coast Guard after their vessel, the *Atlantis*, failed to return to port.

Long Beach to Take Over Operation of Queen Mary



UIW members and officials gather at a rally to save the *Queen Mary*.

The SIU's efforts to save both the tourism industry of Long Beach, Calif. as well as thousands of jobs haven't gone to waste.

As of mid-November, the Long Beach City Council was scheduled imminently to assume ownership and operation of the famed *Queen Mary* hotel and restaurant. The council has vowed to keep the *Queen Mary*—on which 1,200 members of the SIU-affiliated United Industrial Workers are employed—in the city, by its recent vote to prevent sale of the ship to a foreign buyer.

The transfer of ownership from the Long Beach Harbor Commission to the city council will mark the end of a tumultuous campaign. The commission agreed to give the ship to the city at no cost and to contribute toward its renovation; but, the commissioners also waffled on whether or not the ship should be sold to a buyer who might move it overseas. The city council's vote ends that hedging.

Additionally, an erroneous inspection report issued in early October indicated the vessel immediately would have to be drydocked for millions of dollars in repairs. That report, done by Rados International Corp., was contradicted by a follow-up inspection which led U.S. Navy officials (who were hired by the city manager's office) to conclude that the 56-year-old ship is in fine shape. In fact, Rados' findings in October flew in the face of another Rados report issued in June, when the corporation said the ship did not need to be drydocked for another three to five years.

The situation was resolved in early November, when the city hired International Diving Services for another survey of the *Queen Mary*. After that inspection, Long Beach City Manager

James Hankla issued a statement which said the "underwater parts of the ship, including the viewing box, are in good condition. . . . There are no indications of any condition which would cause sudden failure of any underwater part."

The report based on the divers' findings also said part of the ship's interior shaft alley needs repair, but such work can be done "in-water." With preventive maintenance, the vessel "can remain floating in her present location for a minimum of three more years."

The city has been taking bids for management of the ship.

No Gambling for Now

On Election Day, citizens of Long Beach narrowly voted down a referendum which would have allowed gambling on or near the *Queen Mary*. The SIU had worked in behalf of its adoption.

A consultant hired by the port had reported that allowing card-playing for stakes would eliminate any need for public subsidies for the *Queen Mary*. The report stated that installation of an upscale, 50-table poker club, combined with clubs for music, comedy and billiards, could produce a net operating income of \$11.5 million per year.

UIW National Director Steve Edney said he believes the referendum has a good chance of being passed in the near future. "People may have been afraid of it this time, just because they didn't understand the potential benefits," he said. "With a stronger push, I think it will pass the next time."

The *Queen Mary* sailed from 1936 to 1967, then was purchased by the city. During World War II, it served as a troop carrier.

The UIW began representing workers at the 365-room *Queen Mary* Hotel in 1970.

Tampa Boatmen OK 3-Year Pact

SIU boatmen sailing with the Tampa Bay (Fla.) Pilots Association are working for higher wages and improved benefits after they recently ratified a new three-year contract.

"We like the new contract," said Delegate Jim Heatherly, who was selected by his fellow SIU members to represent them in negotiations. "We appreciate getting a pay raise, but the increased coverage in our benefits plan is just as important."

The Seafarers represents the crewmembers who run four launches that deliver pilots to and return them from deep sea vessels sailing in Tampa Bay. The launches meet vessels at the sea buoy to the bay, approximately an hour from the association's station on Egmont Key.

The boatmen calculate the incoming vessel's speed, draft and berth time as well as tide and weather conditions to make sure the pilot can climb aboard the larger ship to bring it safely into the harbor. The same considerations are made when a pilot brings a vessel out to the sea buoy.

Another function of the boatmen is to track the comings and goings of vessels in Tampa Bay. A member monitors radio traffic to know when vessels are moving in the area which is surrounded on land by the cities of Tampa and



The launch boat *Egmont* returns to port.

St. Petersburg.

Members also have to be prepared in the event of an emergency, whether it is on a ship one of the pilots is handling or aboard a pleasure craft. Many times

crewmembers on the 52-foot vessels have been the first to arrive to rescue people from a capsized pleasure boat or help an ill passenger or crewmember from a sea-going vessel.



Boatman Jim Heatherly monitors radio traffic while serving as dispatcher for Tampa Bay Pilots.



Jacksonville Port Agent Tony McQuay (left) shakes hands with Jeff Buck, Tampa Bay Pilots labor manager, upon completion of negotiations.

The Flag Mongers

by Bill Daniels

*I've heard lots of talk on flag burning
on the radio and on T.V.
But nobody mentions flag selling
which seems a lot worse to me.*

*I know that Jefferson and Franklin
must've tossed in their graves for true
on the day that a price tag was hanging
by a string from the Red, White and Blue.*

*They're selling our flag
and all it represents.
They're selling it for dollars;
they're selling it for cents.
They're selling it for profit;
an anti-American Dream.
Because they're selling out our country
when they sell out the Merchant Marine.*

(This poem was written while Brother Daniels sailed on the OMI Missouri. It is his second contribution to the Seafarers LOG. "Rollin' With the Swells" was published in the May 1992 issue.)



Sailor's Anthem

by Steven M. Dickson

*To sailors of the future,
we sing this song of deeds,
of men who went before us
of men who went to sea.*

*In times gone past
they roamed the world
when others just stood still.
They brought the things
that helped mankind.
Pray we always will.*

*For there are those
who see no need
for the U.S. merchant fleet.
Of ships and men
who need to sail
to help our land compete
with foreign flags
which now abound across the seven seas.*

*Foreign ships whose masters
are guided by the greed
of fat and wealthy owners
on sailing men they feed.
And think of those
who walked these decks
not so long ago.
Who paid our dues
with sweat and blood
their numbers were not few.*

*Americans from near and far
who came when country called.
Who went to rest beneath the waves
we owe a debt to all.*

*More than any silver
more than any gold
for if we stand together,
a brotherhood of all,
Mariners will weather
wind and rain and squall.
For our flag must be kept flying
so we will never fall.*

(Brother Dickson sails as a cook/baker from the port of San Francisco. An SIU member since 1991, he most recently sailed aboard the USNS Silas Bent.)

LOG-A-RHYTHMS

*For some who earn their
livelihoods working aboard
ships, the work inspires poetry—
verses on the importance of a
U.S. merchant fleet, reflections
on the dangers of seafaring and
the mysteries of the sea and
America's Great Lakes.*

*Those who wait at home while
their family members sail also,
on occasion, turn to poetry.*

*On this page, the LOG presents
a collection of poems submitted
by four Seafarers and two wives
of SIU members.*



Night of Seven Gales

by Michael Cushman

*The old salt growled red sky this morning.
You sailors best take warning.
There'll be a storm a coming soon,
we all could be doomed.*

*As the day grew long,
the winds grew strong,
And the sea turned to an angry
gray.
Black clouds came a rollin'.*

*As the sun was setting in the graying sky,
the crew looked out with knowing eyes.
No land in sight, nowhere to hide.
We're in for the ride.*

*So hang on men, hang on tight.
We're in for one hell of a night.
The sails were lowered and every-
thing tied down tight.*

*Get ready men.
Get ready to fight for the ship and for your
life.*

*The storm it hit us with all its
might,
and I'm here to tell ya we put up a
good fight.*

*The pounding waves crashed upon us
breaking man and bones.
A few men were washed away
to the watery grave of Davey Jones.*

Sea Maiden

by Michael Cushman

*She was a pirateess standing in the
midnight sun
Her hair as wild and tangled as seaweed
flowing to her waist
Her eyes as piercing as daggers
Her shirt bulged like a chest full of treasures
A seafaring beauty she be
But as dangerous as an angry sea
Her charm was as enchanting as the sea
She brought princes and kings to their knees
But it was the sea that called her name
Sea maiden come to me.*

(Brother Cushman, an 8-year member, sails the Great Lakes as a deckhand aboard the Medusa Challenger.)

Then the Man

by Trina Plummer

*There are the children in my care,
my growing daughter, time to share.
She wants a perm, nothing's fair.
My little boy, tousled hair.
Big strong muscles. A teddy bear.*

*Of course the house with work to do,
Laundry, shopping, dishes, too.
The years, the car, bugs to shoo.
My days are filled with lots to do.
These days—I get through.*

*But my nights are filled with all alone.
I'm waiting for the telephone.
That call will come from far away.
So here I am, here I'll stay.*

*Then the man
comes home from the sea.
My husband, my lover,
my children's daddy.*

(Trina Plummer is the wife of SIU member Roger Plummer who sails aboard the M/V Ranger.)



The Great Lakes

by Emily A. Larson

*My only competitor is
of these great lakes of five.
The sailors call them "she" and "her,"
and love them all their lives.*

*They talk about her beauty,
and the way she reflects the sun.
The songs she sings are sweet and true,
"Show me a woman that's won!"*

*The sailors say "she's in our blood,"
these lakes of five we love.
Every year she calls them back,
like a turtle dove.*

*My husband gets so restless,
when her call is near.
My only competition—
the lakes he loves so dear.*

(Emily A. Larson is the wife of SIU member David V. Larson, wheelsman on the Kinsman Enterprise. She has written several poems which have been published in previous issues of the Seafarers LOG.)



Ten PM and All's Serene

by Christopher Robert Chubb

*What is it
What is it
What is it*

I know

*Some peace
and quiet*

While out there is fresh fallen snow

*As I feel
The warmth, and light
of simply, the fireplace
of Great Lake shores, mortar and stone
and near distant are body of water waves which
modestly sound
and no place . . . I need . . . nor want . . . to go.*

(Brother Chubb sails as a steward assistant, most recently aboard the USNS Silas Bent. The Seafarer of 14 years is a prolific poet who contributes his work regularly to the Seafarers LOG.)

The American Mariner: Workhorse Of ASC's Great Lakes Fleet

A familiar sight on the Great Lakes is the SIU crewed *American Mariner*. The 723-foot self-unloader is one of the workhorses of the American Steamship Company fleet because of its size and abilities.

The *American Mariner* is flexible enough that it can sail the winding Cuyahoga River in downtown Cleveland as a relief for its smaller sister ship, the *American Republic*; yet it also can handle the rough weather

famous in the upper regions of the Lakes.

"The *Mariner* is one of the best vessels in the Great Lakes fleet," noted Algonac Patrolman Don Thornton after meeting it in Toledo, Ohio recently. "The crewmembers all get along and rarely is there a problem on board."

Two of the crewmembers who make a strong effort to get along are AB/Watchman Dave Barber and Second Cook Page Kurtz, husband and wife. In previous years, the couple has sailed on separate ships and relied on cellular phones to communicate. However, for the third straight season, they caught jobs on the same ship.

"It's absolutely wonderful," Kurtz told the *Seafarers LOG*. "We maybe see each other one hour a day because one of us is sleeping while the other is working, but it is comforting to know he is there."

"The greatest feeling any mariner has is loneliness for his family. For us, that has been relieved."

After upgrading at the Seafarers Harry Lundeberg School of Seamanship during the winter of 1989-90, the couple returned to Algonac to ship out. They threw in for jobs aboard the *Nicolet* and got them, which allowed Kurtz and Barber to sail together on the Lakes for the first time.

Kurtz related how she wanted Barber, a 23-year veteran on the Lakes, to come ashore so they could spend more time with each other when they got married almost four years ago. "Instead, I went to sea. It shows you have to be careful what you pray for."

The *American Mariner*, named in honor of its operating company and the people who sail aboard it, primarily hauls iron ore pellets to steel mills located along lakes Michigan, Superior, Huron and Erie.

It made its maiden voyage in 1980.



Keeping an eye on the *American Mariner's* mooring lines is AB/Watchman Jeff Stockman.



Bosun Robert Eckley (right) indicates to Deckhand Chad Johnston which can of paint he needs.



Wiper Moshin A. Harhara secures an engineroom hatch.



QMED Kassim S. Abdulla ties the engineroom hoist into position.



During a brief respite, QMED Masood Elgirsh waits for a ride.



Deckhand Mohammed Shaibi tightens hatch covers.



Checking the galley board is Gateman Musid "Art" El Modhji.

SIU VP Byron Kelley Named to Port Panel

The Wayne County (Mich.) Commission appointed Byron Kelley, SIU vice president for the Great Lakes, as a member of the Detroit-Wayne County Port Commission.

Kelley is the first representative of a labor organization appointed to serve on the port commission in its 25-year history. He received the unanimous support of the 18 county commissioners.

The port commission consists of five members. Two are appointed by the county commission, two others are selected by the mayor of Detroit, and the last one is named by the governor of Michigan. It is charged with increasing business and enhancing the maritime commerce in the area. The members oversee the operation of several terminals for domestic and foreign traffic along the Detroit River in the Detroit-Wayne County



Byron Kelley was appointed to the Detroit-Wayne County Port Commission.

metropolitan area.

Kelley started his maritime career with the Tug, Firemen, Linesmen, Oilers and Watchmen Protective Association, AFL, in 1951. That union became the Inland Boatmen Union of the Great Lakes when it merged with the SIU in 1961. He has worked in various capacities with the union since, becoming Great Lakes vice president in 1990.

Poor Economy Causes Early Close Of Great Lakes Sailing Season

The winter layup of the Great Lakes fleet has begun with little prospect of an extended sailing season.

The culprit this year is not the weather but the economy. "It is very unlikely that we will be sailing into January," Jim Wager, vice president for traffic with the SIU-contracted American Steamship Company (ASC), told the *Seafarers LOG*.

That sentiment was echoed by Byron Kelley, SIU vice president for the Great Lakes. "There has been a slowdown in cargo," Kelley noted. "We don't see anything moving after the first of the year."

Dry Bulk Loads Down

Even the monthly reports issued by the Lakes Carriers Association, which monitors the movements and loads carried by U.S.-flag vessels on the Great Lakes, reflected the downturn. The association announced that dry-bulk commodity loads for the

month of October were down for the second straight month. The combined shipments of iron ore, coal and stone in October fell 6 percent from its level a year earlier. The September totals were down 2.8 percent from the same month in 1991.

'Economy Soft'

"The whole economic situation is softer than people wanted to admit," Wager stated. To emphasize his point, Wager noted the closing of Sharon Steel—one of the plants to which ASC delivered iron ore.

Detroit Edison provided another cutback in ASC vessel services when the power company started a new inventory program calling for less coal to be stockpiled over the winter, according to Wager.

While snow recently hit the Lakes, ice had not started forming in the shipping channels by the end of November. Yet, the

weather over the summer affected the amount of western coal used by Detroit Edison, Wager said. "We had a moderate summer so there were no hot days and no rush on power caused by air conditioners. Less coal was ordered so less was delivered."

The cooler summer also means the average water temperature on the Lakes has been down this fall. "The temperatures are three to four degrees lower than normal," the ASC official noted. "Although we haven't seen it yet, ice could come quicker."

Layup Dates

ASC plans call for the *Indiana Harbor* and *American Republic* to continue sailing on the lower Lakes and be the last vessels to tie up. The *Indiana Harbor* is expected to dock for the winter December 27, while the *American Republic* is due to cease operations for the season December 31.

Airlift Provides Hospital Trip for Injured Mariner

Seafarers make every effort to maintain safety in the conduct of their work assignments as shipboard jobs are among the most dangerous of any profession. However, there are times when an accident will happen.

Serious injuries take on an added sense of urgency when they occur at sea. While a factory worker, restaurant cook or truck driver can be rushed to the nearest hospital, a merchant mariner does not have that accessibility. He or she must depend on the crew's first aid training, as taught at the Paul Hall Maritime Center for Training and Education. Crewmembers have to be able to stabilize the situation until the vessel arrives in port or a helicopter or another vessel is available to transport the injured party to a shore-based medical facility.

Such an operation took place recently aboard the *Stonewall Jackson*, a LASH vessel operated by Waterman Steamship Corp. AB Stanley LaGrange provided the

Seafarers LOG with the photographic story of how a U.S. Marine Corps helicopter landed on the ship to airlift Second Engineer Bob Bradley after he suffered an eye injury.

The *Stonewall Jackson* was a day's sail west of Gibraltar on June 5 when Bradley suffered the injury while working in the engine room. Captain Dennis O'Laughlin radioed the *USS Iwo Jima*, a helicopter carrier which had steamed eastbound past the merchant ship earlier that day.

Four helicopters were dispatched with one landing on barge 1-F of the *Jackson*. A flight surgeon examined Bradley and determined he should be airlifted to the Naval hospital at Rota, Spain for treatment.

LaGrange reported Bradley met the ship when it arrived in Newport News, Va. to collect his gear. The engineer said he received additional treatment in Washington, D.C. He added he did not suffer any permanent damage to the eye and would be sailing again soon.



Making sure the landing area is secure is Chief Mate Jerome J. Dorman.



Injured Second Engineer Bob Bradley watches the approaching helicopter.

Captain Dennis O'Laughlin (left) and OS Gerald Halligan wait on deck for the medical helicopter's arrival.



The rescue helicopter surveys the *Stonewall Jackson*, then it lowers onto landing area on barge 1-F created by the crew so it can come to the aid of the injured mariner.



Scanning the sky for the Marine helicopters are Bosun William Davis (left) and Chief Electrician Frank Quebedeaux.



Crewmembers talk with Second Engineer Bob Bradley (on right in cap with back to camera) as he waits for the medical helicopter.



AB Joe Heron (left) and OS Gerald Halligan stand by Bradley's bags.



As the Marines (in helmets) head for Bradley, his fellow crewmembers watch the proceedings. From the left are Chief Electrician Frank Quebedeaux, Third Mate Steven Roberto, Bosun Bill Davis, Capt. Dennis O'Laughlin, Cadet Fred Castonguay, medical personnel, Chief Mate Jerome Dorman, Chief Engineer William James and QMED Walter Chancey.



Chief Mate Jerome Dorman leads the medical crew to the *Jackson* deck.



Takeoff is near as a flight crewmember verifies nothing has been left on the *Jackson*.



QMED Marcus Hill at work in the LNG Gemini's engine room.



Quartermaster Kueh, known as "Big Jim" by fellow crewmembers, steers the 95,084 gross ton carrier through the Singapore Straits.



A spotless engine room is the goal of Wiper Kevin Cooper.



In Tobata, Japan, two deck department members, under the watchful eye of Bosun Tom Brooks (left), tie up the LNG Gemini, its five spherical tanks loaded with liquid natural gas.

'Smooth Sailing' Reported by LNG Gemini Seafarers

LNG GEMINI seafarers report smooth sailing in ship's minutes recently received by the union's department for contracts and contract-affairs. Seafarer Shawn Fujiwara captured on film the ingredients for smooth sailing—the daily work routine and the professional standards of the crew, as well as the few moments of rest and relaxation enjoyed by crewmembers.

Submitted to the Seafarers LOG by Chief Steward Kris Hopkins, the photographs on these two pages capture life aboard the liquid natural gas carrier, one of the eight such ships in the fleet of Energy Transportation Corp. (ETC).

In the minutes of recent shipboard meetings submitted by Hopkins, who serves as the ship's union reporter/secretary, crewmembers noted the ship was "looking real good" thanks to the crew's efforts. Bosun Bill Darley echoed these sentiments and expressed his thanks to the crew for a "pleasant and professional atmosphere." Returning bosun Tom Brooks, in subsequent

ship's minutes, also reported all is going well aboard the Gemini.

Seafarer Hopkins, who graduated from the Lundberg School's top-level training session for stewards—the recertification course—last year, asked that the photos taken by Brother Fujiwara, who sails as a steward assistant, be displayed in the LOG and shared with the rest of the membership.

A 95,084 gross ton vessel with a 125,000 cubic meter capacity, the LNG carrier loads its cargo in Arun or Bontang, Indonesia and discharges the liquid natural gas in one of four Japanese ports—Himeji, Osaka, Tobata or Nagoya.

The Gemini, which was built in 1978, is one of eight liquid natural gas carriers in the ETC fleet. The New York-based company runs the only U.S.-flag shipping operation engaged in the foreign-port-to-foreign-port trades. ETC's fleet has been carrying liquid natural gas from Indonesia to Japan since 1977.



Stopping for a quick photo during a tie-up operation in Japan are deck crew members (from left) AB Mark Hoffman, Third Mate Ed Hillier, AB Sam Johnson, OS Ben Johnson and AB Dave Freeman.



Even the ship's small swimming pool must be kept shipshape, as OS Bob O'Connell demonstrates in photo above.



A cookout can highlight a 24-hour day at sea. LNG Gemini crewmembers discover, enjoying the break are (from left) Chief Cook Ron Aubuchon, AB Sam Johnson, OS Bob O'Connell, AB Dave Freeman, AB Jim Kuhl and Chief Steward Kris Hopkins.

RIGHT With the breads ready, Chief Cook Ron Aubuchon turns his attention to preparing another aspect of the meal. BELOW RIGHT Fellow crewmembers rate SA Shawn Fujiwara's salad bar as "Number One." BELOW From left to right are members of the LNG Gemini's galley crew: Chief Cook Ron Aubuchon, SA Jon-Jon Damphier, SA Shawn Fujiwara, Chief Steward Kris Hopkins and SA Kim Stephenson.



The Seafarers Pension Plan this month announces the retirements of 18 members. Fourteen of the new pensioners sailed in the deep sea division, while the other four sailed in the inland division.

Brief biographical sketches of these new pensioners follow.

DEEP SEA



LOUIS ALLELUIA, 65, joined the SIU in 1946 in the port of New York. Born in Vineland,

N.J., he sailed in the deck department. In 1982, Brother Alleluia completed the bosun recertification course at the Lundeberg School. He has retired to Azusa, Calif.

THOMAS BONNER, 60, joined the Seafarers in 1958 in the port of New Orleans. A



native of Quitman, Miss., he sailed in the deck department. Brother Bonner served in the U.S. Army from 1953 to 1955. He lives in Eight Mile, Ala.



BILLY BROWN, 65, joined the union in 1966 in the port of Seattle. He was born in

Alabama and sailed in the steward department. Brother Brown has retired to Seattle.

JOHN FORBES, 62, joined the SIU in 1955 in his native Mobile, Ala. He sailed in the steward department. Brother Forbes served in the U.S. Army from 1953 to 1955. He still lives in Mobile.



VICTOR GONZALEZ, 68, joined the Seafarers in 1978 in his native Puerto Rico. In 1981 he upgraded at the Lundeberg School, improving his rating to cook and baker. Brother Gonzalez resides in Condado, P.R.

WILLIAM HAWKINS, 69, joined the Marine Cooks and Stewards in 1963 in the port of San Francisco, before that union merged with the AGLIWD. Born in New Madrid, Mo., he graduated from the steward recertification program at the Lundeberg School in 1984. Brother Hawkins has retired to San Francisco.

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

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

CHARLES HESTER, 65, joined the SIU in 1967 in the port of Seattle. He was born in Greenville, S.C. and sailed in the deck department. Brother Hester served in the U.S. Army from 1946 to 1947, then served in the Navy from '48 to '65. He lives in New Orleans.



Nolan completed the bosun recertification course at the Lundeberg School. He has retired to Pensacola, Fla.

WINDELL SAUNDERS, 65, joined the Marine Cooks and Stewards in 1963 in his native Baltimore, 15 years before that union merged with the AGLIWD. Brother Saunders served in the U.S. Army from 1950 to 1952. He has retired to Baltimore.



INLAND

CHARLES BRANNON, 63, joined the union in 1981 in the port of Norfolk, Va. Born in North Carolina, he sailed in the steward department. Boatman Brannon served in the U.S. Army from 1946 to 1948. He lives in Belhaven, N.C.



JAMES FRAZEE, 62, joined the union in 1963 in the port of Port Arthur, Texas. The Louisiana native sailed in the

deck department. Boatman Frazee has retired to Groves, Texas.



OLLICE FILLINGIM, 62, joined the union as a deep sea member in 1947 in his native Mobile, Ala. He sailed in the deck department. In 1955, Boatman Fillingim converted his union book to "inland" and continued sailing in the deck department. He still calls Mobile home.

DONALD JOE MORGAN, 62, joined the union in 1974 in the port of Jacksonville, Fla. Born in Winthrop, Ark., he sailed in the deck department. Brother Morgan also had a 25-year career in the U.S. Army, serving from 1947-72. He resides in Newport News, Va.



Summary Annual Report Marine Cooks & Stewards (MCS) Supplementary Pension Plan

This is a summary of the annual report of the MCS Supplementary Pension Plan EIN 51-6097856 for the year ended December 31, 1991. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by the trust. Plan expenses were \$1,519,066. These expenses included \$153,204 in administrative expenses, and \$1,365,862 in benefits paid to participants and beneficiaries. A total of 1,920 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits. The value of plan assets after subtracting liabilities of the plan, was \$12,415,692 as of December 31, 1991, compared to \$11,157,431 as of January 1, 1991. During the plan year, the plan experienced an increase in its net assets of \$1,258,261. This increase includes unrealized appreciation in the value of the plan assets; that is, the difference between the current value of assets at the beginning of the year plus the cost of any assets acquired during the year less the current value of assets at the end of the year. The plan had total income of \$2,777,327 including employer contributions of \$743,055, gain of \$284,908 from the sale of assets, earnings from investments of \$1,720,748 and other income of \$28,616.

Minimum Funding Standards

An actuary's statement shows that enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report
2. Assets held for investment
3. Actuarial information regarding the funding of the plan
4. Service provider and trustee information
5. Reportable transactions.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Nick Marrone who is the plan administrator, 5201 Auth Way, Camp Springs, MD 20746, (301) 899-0675. The charge to cover copying costs will be \$3.00 for the full annual report, or \$.10 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge. You also have the legally protected right to examine the annual report at the main office of the plan at 5201 Auth Way, Camp Springs, MD 20746 and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N4677, Pension and Welfare Benefit Programs, Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20216.

Supplementary Information

In accordance with Department of Labor regulations, the net realized gain of \$284,908, as shown above, is computed on the "market-to-market basis" — the difference between the sales price and the market value of an asset as of January 1, 1991; or if the asset was both acquired and disposed of within the plan year, it is the difference between the purchase and sales price.

Included in the net appreciation (depreciation) in fair market value of investments of \$1,193,567 as shown on the financial statements is \$340,441 of net realized gain which is the difference between the sales price and the original cost of the assets.



ERNESTO MARDONES, 72, joined the Seafarers in 1973 in the port of New

York. A native of Chile, he sailed in the engine department. Brother Mardones in 1978 upgraded at the Lundeberg School. He has retired to Homestead, Fla.

JOSEPH MCDUGAL, 71, joined the union in 1951 in the port of Houston. Born in Philadelphia, he sailed in the deck department. Brother McDougal served in the U.S. Navy from 1940 to 1948. He lives in Santa Ana, Calif.

FLOYD PAYTON, 66, joined the union in 1968 in the port of Norfolk, Va. He was born in Sanford, N.C. and sailed in the steward department. In 1988, Brother Payton completed the steward recertification course at the Lundeberg School. He also served in the U.S. Army from 1954 to 1956. Brother Payton resides in Norfolk.



BERNARD SABERON, 67, joined the SIU in 1964 in the port of New York. A native of the

Philippine Islands, he sailed in the deck department. Brother Saberon in 1980 graduated from the bosun recertification course at the Lundeberg School. He lives in Port Monmouth, N.J.

UBIE NOLAN, 62, joined the SIU in 1952 in his native Mobile, Ala. After serving in the U.S. Army from 1954 to 1957, he resumed his maritime career as a member of the deck department. In 1981, Brother



SIU members and their friends and families send their greetings to loved ones and shipmates this holiday season. The greetings appear on this page and the following three pages and are listed in alphabetical order by the name of the individual sending the message.

A

To Class 464/March '92 FOWT Class
Wish you guys the best. Keep it in the water and keep it afloat.
Gordon F. Adams III (Jersey)

To Rebecca, Joseph, Patricia, William, Robert Jr., Harry and Nancy
Hope that you all have a Happy New Year and a Merry Christmas. Let this greeting be considered your Christmas gift.
Robert C. Adams Sr.

To Blinda Clark
Merry Xmas and Happy New Year.
Enrique (Kako) Agosto

To Al Valente
Dearest Alfie, Today, as it started to snow... I could only think of you... It must've been all those flakes blowin' around! Merry, Merry Christmas.
Lisa Allard

To the Golden Guys of the Old Fruit Pier, Locust Point (you know who you are)
This deadline's tomorrow... We're at sea. I kinda forgot it was November. There aren't too many autumn leaves out my porthole. God bless you guys.
Lisa Allard

To all SIU brothers, sisters and their families
The best of holiday wishes to all my seafaring friends and family. May the forthcoming year bring fair winds and following seas to all. Peace.
Nat Allin

To brothers, sisters and families
Happy holidays and a prosperous New Year to everyone. Good sailing with you.
Ronald Aubuchon and family

B

To Glenn Paul Baker Sr.
Hey, dad. Merry Christmas. Keep your feet outta the water and the wind in your face. See ya around July '93. Your son, with love.
Glenn Paul Baker Jr.

To Sonja Marie Clements
And the wind whispered to the trees "It is because of you, my friend, that my song can finally be heard." Seasons Greetings and Happy Holidays to you and your family. God bless you wherever you may be. I miss you.
Paul Aaron Barbadillo (Q-Man)

To Double Jay and the Jay Wipers
X-Man, Mad Max, Pesty Pete, Stormin Norman, Special K and Double Jay: The black gang rules! Never forget that we were molded out of fire and steam.
Paul Aaron Barbadillo (T-Rat, now Q-Man)

To Manuel Basas
Papa, Merry Xmas and Happy New Year. I'm gonna miss you this holiday season, and I'm a big girl now. I love you, Pogil
Samantha Lee A. Basas

To R.J.N Jr.
Wherever you go, my heart sails with you. I'll marry you December 23, 1997—no matter what. Joy to the world and God bless you. Forever your love,
Laurie (Bernard)

To the Deck Department aboard the SS Constitution
Mele Kalikimaka! To a great deck gang. Thanks for another year of a job well done. Aloha!
Christopher Best

To the staff at HLSS and SIU
Thanks for all the educational opportunities you have provided. God bless you all and Merry Christmas.
Charles W. Boles

To Scottie Aubusson, all port agents and Seafarers shipped from Chicago hall
My heartiest best wishes to all of you for a holiday season filled with happy hours and smooth sailing in '93. Remembering you, always,
Gerry Borozan

To all my deep sea drinking partners
May this greeting find you and yours safe, happy and healthy—Merry Christmas and a very Happy New Year.
"Tiny" Boudreaux

To Big Berth
Your merchant marine hero. Love,
Charles Bouware

To Tugboat Tim
Merry Xmas to the Santa in my life who always gives me love and happiness. Happy New Year, Happy Anniversary. I love you.
Steamboat Annie (Brenno)

To Chuck and Josie Menard
Merry Xmas, Happy New Year to the best parents in Ogdensburg, New York. Thank you for always being there. I love you!
Anna Menard Brenno

To Anna
May this holiday bring us the love and happiness that you've given to me these past 14 years. Harry says to say hi to Harriett.
Tim Brenno

To Brockhaus family
Hey guys! Merry Christmas you radical dudes. Have a righteous New Year. I'll see y'all soon. P.S. Don't party too much. Love,
Charlie Brockhaus

To Kimberly Krichman
Merry Christmas Princess! I love and miss you bad. Can't wait to be next to you. Be safe. God bless you. Love,
Charles (Charlie Bear) Brockhaus

To Andre Wilcox
Merry Christmas buddy. Tighten up every chance you get. See you at the hall at the end of March.
Chuck (Popeye) Brockhaus

To Deborah, Eric and Richard
Though we are sometimes far apart, our love for one another is really never far away. With love on Christmas Day. God bless the SIU and keep it strong.
Your husband and daddy (Ervin I. Bronstein)

To mom and all my family and relatives
Health and happiness to all—and also to all friends and Seafarers. May we have peace in our time and freedom from hunger worldwide.
Bill Burke

C

To members of the Cape Clear
Wishing you all who we love so much a Merry Xmas and a Happy New Year 1993. Good luck you guys.
Mr. & Mrs. Carlos H. Canales

To all our brother and sister Seafarers
Warmest aloha and holiday greetings!
Feliciano (Phil) and Betty S. Canon, Shawn Philip Canon and Linda Rotter-Canon

To some wonderful seafaring friends
Merry Christmas! Still riding the outer waves and working on calming the inner ones. Thanks to you. Smooth sailing.
Cynthia (Looney Tunes Cynthia) Caster

To the Casto Family
Season's greetings from afar. I love you all very much. I miss you and can't wait to see you. God bless you all.
Kim Casto

To Jim Porter
Season's greetings, sweetheart. I miss you and can't wait to see you. I love you with all my heart and soul.
Kim Casto

To my former shipmates
Wishing all of you good health and happy retirement. Merry Christmas and a Happy New Year to all!
Bert Chapman

To ex-shipmates and friends
Merry Christmas and a Happy New Year.
Paul Chattey

To Steve, Donna and Don, Mikey, Tommy, and friends at Piney Point and on the White Ships
Hope the holidays find you home with your loved ones; but if you must be at sea, I hope that the Christmas spirit is sailing with you. I'm home for Christmas—keep in touch! Love,
Judi Chester

To Welton and Jean
Wishing you a Merry Christmas and a happy and prosperous New Year.
W. (Mr. C) Chestnut

To all fellow Seafarers who fleabag their lives between ships
Hotel-ed Christmas A-away by the cut fleabagged pine
There's smelt an old home Where children were never alone.
By year-ears she's far-ar And yet she feels near.
Christopher R. Chubb

To all Seafarers
A Merry Christmas and the best New Year ever to all the Seafarers, active and retired.
Willie Cichocke

To Danal Clotter
My beloved brother and family, may God bless you all in this Christmas holiday season and in many years to come.
Felipe Clotter

To all SIU officials and members
A very Merry Xmas and a prosperous New Year, especially to my old shipmates, both active and retired.
Steven Lee Coker

To Albert Stanley Coles
Merry Christmas and a Happy New Year. I love you.
Mary Coles

To Mike Ortiz
Best wishes to you and yours from the East Coast gang. Mike should be coming back to the West Coast shipping soon.
Fred Collins

To all Seafarers
Our most profound prayer is that each brother and sister have the gift of good health during Noel and the coming year and the years to come. Amen.
Clarence (Bud) Cousins and family, and Jimmy (our dog)

To my wife and to all Seafarers
To my wife and everyone who knows me, I want to say Merry Christmas and Happy New Year. I want to thank the Seattle union hall for everything. Take care. Your friend,
Thomas M. Curley

To Michelle Sanders
My sweetheart, I would like to wish you a very Merry Christmas and a Happy, Happy New Year for us both. I'm sorry I'm not there with you, but I am there spiritually. I love you so much, and I'll see you soon. Have a wonderful holiday.
Chris Curtis

D

To all my union brothers and sisters
Happy holidays to all, asea or ashore, in the spirit of fraternity and solidarity.
Bill Daniels

To my dear family and friends
Mele Kalikimaka and Hauoli Makahiki Hou '93. Cruising the great Hawaiian Islands. Aloha,
Dana M.K. Darval

To Don Montoya
Wishing you a happy holiday season as we sail the world apart. The oceans are between us, but our love will never stop. Remember, you are always with me.
Donna DeCesare

To Marites Dizon
Merry Christmas and a Happy New Year to my loved ones Mariz and Tess. Daddy loves you so much.
Romy Dizon

To all SIU members, active and retired
Happy holidays. Good job done during Gulf crisis. Keep the pressure on Washington. God bless the SIU.
John Doyle

To all Seafarers
May all your Xmas's be merry.
The Duke (Duet)

To Benny Gutierrez and family
Merry Christmas and a Happy New Year.
Jake and Darlene Dusich

To Eddie Gomez and family
Merry Christmas and a Happy New Year.
Jake and Darlene Dusich

To Clifford Scott and family
Merry Christmas and a Happy New Year.
Jake and Darlene Dusich

To Rey Magpale and family
Merry Christmas and a Happy New Year.
Jake and Darlene Dusich

To Jake and Lita Dusich III
Merry Christmas and a Happy New Year.
Jake and Darlene Dusich

To Ray Lau
Merry Christmas and a Happy New Year.
Jake and Darlene Dusich

To Dionisio Muyco
Merry Christmas and a Happy New Year.
Jake and Darlene Dusich

To Yen M. Huey and family
Merry Christmas and a Happy New Year.
Jake and Darlene Dusich

E

To JoAnn Batain

Wishing you the best for the holiday season. Have a wonderful time and a Happy New Year. We miss you,

Jerry, Bertha and Kim (Effinger)

To Paula Pittson

In this time of love and hope, I wish for one prayer to come true. Paula, I love you so much. WILL YOU MARRY ME?

Lonnie Evans

To Paula Pittson

Paula, you're a fine girl what a good wife you would be those eyes could steal this sailor from the sea.

WILL YOU MARRY ME?

Lonnie Evans

To R.A.W. Jr.

Wishing you a safe and happy holiday season. Baby, I miss you very much! I love you . . . always and forever . . .

Sandy (Evans)

F

To Charlie (Jo-Jo) Schenher

Hope you have a Merry Christmas and a Happy New Year. I'm on the SS UST Pacific. Write when you can.

Ralph A. Fann

To John Patrick D'Alessandro

May the joy of this holiday season be with you, as you are in my heart. Merry Christmas and Happy New Year! I love you.

Wendy Gail Fearing

To all former shipmates

Wishing everyone the healthiest and happiest holiday season possible. One minute silence for all departed former shipmates.

John (Zero) Fedesovich

To Thomas C. Finnerty

From one generation of Seafarers to the other, I wish you my very best this holiday season, father.

Keith W. Finnerty

To Simeon "Sammy" F. Ureta

Good health, God bless, and a happy holiday season.

Ureta and Flaspoller families

To my wife Zenaide and my son Marc and my daughters Michele and Mariane

A very special welcome to my wife and children to the United States. I also wish you a very Merry Christmas and a wonderful New Year!

Maurice Formonte

To Brian Fountain

The best Christmas is Christmas with you, daddy. We're glad you're home. Merry, Merry Christmas. Love,

Rachel, Justin and Cody Fountain

To shipmates of the '50s

It's been a long time and I miss those good days. Merry Christmas to all those that I had the privilege of sailing with so many years ago. Smooth sailing.

Harry French

G

To Donald Gebbia

Merry Christmas to the seaman of my life, the sweetest gift you already gave when you made me your wife. Miss you and love you always.

Sharon Gebbia

To all active and retired members

Best wishes to you and yours this special holiday season. You can write me at 1208 Union Ave., Town of Newburgh, N.Y. 12550.

Ernie Gibbons

To all SIU members who were in Subic Bay, Philippines

We were sorry that Subic Naval Base had to go this year. My eldest brother, who is the current senate president of the Philippines, fought for the retention of the base, but only one vote of the former senate chief whom he ousted last year made the base go this year. Merry Xmas to all of you overseas since 1986.

Deo Gonzales

To Mariano Gonzalez and family

Merry Xmas and Happy New Year in these holidays.

William Gonzalez

To Sixto Rodriguez and family

Merry Xmas and Happy New Year in these holidays.

William Gonzalez

To Mr. Monserrate Salida

A happy holiday to you and your wife, Luz Maria.

William Gonzalez

To all Seafarers and their families

May God send you all help from His holy place. May He grant your hearts' desires and lend His aid to all your plans.

Domingo Gordian

To my family and friends

Holiday greetings to my daughter Anita in Erie, Pa., my daughter Sandra, my wife Mary, my friend Vince Ratcliff and all officials and SIU personnel.

Leonard Grove

To John G. Katsos

Old man of the world: where have you been, where are you and where are you going? I think of you time and again. Many happy returns on your ventures. Write whenever you can. Your friend,

Hector Guilbes

H

To all

As we received our Christmas bonus of '91, we each shed a tear and a pause. Now we know there is a Santa Claus! Thanks, happy holidays, smooth sailing and God bless.

Eugene and Evelyn Hall

To Linda and Twyla Harrison

Season's greetings. Happy holidays and a good year to come.

George Harrison

To Mr. and Mrs. J.L. Stanley and Mr. and Mrs. W. Baldwin

Happy holidays and thank you for all your love and support over the years and in this U.S. merchant marine. Your son,

James Garland Heatherly

To Mrs. Gentry Moore

Mrs. Moore, please accept my respects and the best of all holiday wishes. I will miss Gentry and remember him forever. Sincerely,

James Garland Heatherly

To Capt. George Henderson

Merry Christmas, George. From your brother,

Ben Henderson

To Billy G. Hill Sr.

Dad, we love you and miss you. Hope you have a Merry Christmas and Happy New Year. May God bless you and keep you safe. Love you,

Kay, Kenny, Michael, Laura and B.J. Hill

To Seafarers and families worldwide

Don't forget the true meaning of this season. God sent his only son to die in our place. Happy Holy Day to all.

Tracy Hill

To Mary Holley and family

Here we are in '92. I'm sitting here in the bamboo hut without you. Drinking a cerveza, thinking about you, but I guess Maria will have to do. Love ya. Merry Xmas.

Larry Holley

To all my seafaring friends at sea and ashore

Have a very Merry Christmas and a Happy New Year. May you all continue smooth sailing.

Kris A. Hopkins

To SIU brothers and sisters

As I think back over the past Xmas holidays while being a member of the SIU, I can honestly say, "they were the best years in my entire life." I joined the SIU with a great deal of motivation and drive, but the vital ingredient that my personality lacked was direction. And that's what the SIU shared with me, and I'll always treasure it. Along with direction came the understanding that "life's a process, so enjoy it" and "become a life-long learner." Thanks for all of your support. I couldn't have done it without you. Merry Xmas and happiest of holidays. God Bless. Yours truly,

David K. Horton

To all active and retired Seafarers

May God's blessings bring peace and love to this troubled world through the birth of Jesus, His son, crucifixion, resurrection and understanding this holiday season.

Mildred House

To Charlie Howell and all seamen

Happy holidays. We miss you. Our prayers are with you and all men at sea. I know because I have been there. Have a good trip.

James T. Howell

J

To Fred Jensen

A message to tell you how much we miss you this Christmas. Wish you were home with us this year and every year.

Sandra and Charles Jensen

To all SIU and MEBA District 2 brothers

Wishing you all the blessings of God with peace, health, love and happiness, including Red Campbell and Tim Sullivan. Merry Xmas and a Happy, Happy New Year. Always remember you all. Sincerely,

Evaristo (Varo) Jimenez

To Vera, Lynette, Veronia Johns

A special season's greetings to the ladies and love of my life. May God bless you throughout this holiday season. Merry Christmas/Happy New Year.

Kenneth B. Johns

To Denise Johnson, Scott and Tenelva

I'm sorry I could not be there with you these holidays and birthdays, but my heart always will be. Happy holidays to all.

Michael S. Johnson

To Hilda Johnson and family

I want to wish you all a Merry Christmas and a Happy New Year.

Sam Johnson

To my brother and sister Seafarers

Wishing you and your families a happy holiday season and a very prosperous, healthy and happiness-filled New Year.

Leroy Jones

To Mom (Mrs. V.M. Jordan)

"Every Time" — Where the pressures of time and schedules seem a million miles away, and love is always near, the Lord add a blessing to see the next day.

Jerome Jordan

K

To Mrs. Rose Hall

Season's Greetings!

John G. Katsos

To Juan Reinos

Season's Greetings!

John G. Katsos

To shipmates on the American Mariner

If I don't see you before—I want to wish you a very Merry Christmas and a Happy New Year.

Lenny Kauti

To former shipmates

Wishing you a holiday season filled with happy memories of our seagoing days. Best new year's wishes for all Seafarers.

Bob Kelner

To Dirk Visser

It has been so long ago since we last shipped together and I want to say, have a very Merry Christmas and a Happy New Year.

Robert L. Kennedy

To all Seafarers

Just want to wish everyone a Merry Christmas and a Happy New Year—and to be safe out there!

Richard Kent

To my dad, Lyle M. Klohn

Hope you have a happy holiday season. Love always. Your son,

Jack H. Klohn

To Kathy Chester

Hope your holidays turn out to be the best ever. Love,

Mark Knapp

To former shipmates

Peace, love, high overtime, and lots of jobs for all. Roger: Hi boss! Mick: Forgiveness. George: It all meant nothing.

Chief Cook Joanne (Knight)

To Michelle, Tammy and Lisa

Have a very Merry Christmas and a healthy Happy New Year. All my best wishes to you all. You are the three most important things in my life. I miss you and love you very much and hope to see you soon.

Mark Konikowski

To my family at sea and on the beach

May peace, joy, good will and good friends be yours every day in the year.

Scott Kreger

To Kyle Phillips

Hi Kyle. Merry Christmas and Happy New Year. Your granny said you were a good boy, so Santa said he would come see you. Love,

Uncle Vincent and Aunt Margaret Kuhl

To Kell John Kirby

Hi Kell. We wish you a Merry Xmas and a Happy New Year. We love you very much. Love,

Grand Pa and Grand Ma Kuhl

To Petra Kurpeski

Holidays are far and few that I can spend with you. This year you won't be alone. Because baby, I'll be home! You are the best, for the rest... of my life.

Ralph B. Kurpeski

L

To Rattria F. Lacy (Chit Chat)

Merry Christmas. Remember, do all the good you can, by all the means you can, in all the ways you can, at all the times you can, to all the people you can, as long as ever you can.

Ramona F. Lacy

To all my old friends

Season's greetings to those that are still sailing and those that are retired. I miss you all and sincerely wish you good health and a happy life.

Jean LaCorte

To Bruce Kent and family

Merry Xmas, buddy. Hope you have a Happy New Year. I hear you family's growing. Congratulations!

Doug and Steve Lahonde

To Ditty Ole' Ditty

The best Christmas present is you being home with me and our sons. I love you with all the love in my heart. Your blushing bride,

Kasandra (Lechel)

To my shipmates

Holiday greetings to all my friends, wherever you are.

Henry L. Lee

To Jill and Kacyln
Merry Christmas and a Happy New Year. Love,
Lindsay

To Donald S. Ling
Hope you have a safe and happy holiday season. Thanks for the running around! Love always,
Dave J. Ling

To my wife and children
Christmas is here, and all will be happy. Children open their gifts and praise the Lord. I'm far away, but always remember, I'll love you forever.
Charles D. Lore

M

To Mimo Maged
I hope this year you can come to Brookfield, Ct. and spend some days with the family. Happy holidays!
Nick Maged

To Redda Omaha
I would like to wish you and the family a happy holiday and many more!
Nick Maged

To the membership
May these greetings bring you and your family a special blessing from God. Thank you for all your support and may you have a very Merry Xmas and a Happy New Year.
Kernett J. Mangram and family

To my wife Darlene, son B.J. and daughter Lashenda—and to all my friends and firewalking students
Have a wonder winter solstice during the Christmas season. Have a Happy New Year for '93. Blessed be!
Henry Manning

To Chun-Mien and Sabrina Marquette
The best of the holiday season to my loving wife and my new daughter. Daddy misses you both. Daddy loves you.
Michael T. Marquette

To Oscar Wiley (Charlie Brown) and wife Johnie Mae
For my brother and sister, the hope and love of my family to you and yours for the holiday season. We all miss you. Love always,
M.T. Marquette and family

To Kathy Parent
Merry Christmas, Happy New Year.
Tommy (Mac) McNellis

To Edward Mooney and Lindsey Williams
Happy holidays from SS Atlantic good old days.
Edward Merchant

To Charlie
Merry Christmas, my best friend, my lover, my sweet husband. Happy first anniversary, you are my life, baby! I love you forever and ever, amen!
Hellen Merida

To Marvin McDuffie
It's been a while but I'd like to wish you and your family the best during the holiday season.
Tom Migliara

To Steve Miller
No matter where in the world you are, we're keeping the home fires burning for you. Merry Christmas. We love you and miss you. Always,
Darya and Matthew Miller

To all my shipmates and friends
Happy holidays!
Carmen Minniti

To Sedonia W. Sparks
Season's greetings to Donny and wishing you all the best from my heart. Love, God bless,
A. Minors

To Anthony Leo and Shoregang members at PRMMI
Season's greetings to all. Wishing each and every one a very prosperous Xmas and healthy New Year. Blessings to all.
A. Minors

To Brother Gladstone Ford and Brother Jasper Anderson and family
Season's greetings to you and your family members. Have a happy and most joyous holiday. God bless you all.
A. Minors at PRMMI Shoregang

To Mrs. Merie Wescott
Season's greetings. Wishing you the best that life has to offer in these holidays. Have a happy! God bless you.
Anstey Minors

To Abdo Saleh Elhaj
Greetings to my brothers and their families who live in Dearborn, Mich. Hi from Honolulu, HI.
Mohamed Saleh Mohamed

To all Seafarers and their families
May the Lord be with you and your family in this holy season. Have plenty of fun and let us give thanks to the SIU for everything done right.
Carlos Mojica

To my wife, my life, Susan, and the kids (Donna, Robert, Amy and Matthew)
This truly is a joyful season through the SIU and the ARC. We have a new life, another chance. God bless those at headquarters and the ARC. God bless you, Sue, and our children, our families, our friends, especially those of us at sea this time of year.
Michael M. Moore

To all SIU personnel, active members and retirees, especially former Curtis Bay and Baker Whiteley gangs
A wonderful Xmas and a happy, fruitful New Year.
Charles W. Morris

To all my shipmates active and retired
Wishing everyone a Merry Xmas and a very Happy New Year. Also to the SIU—the greatest union in the world now and in the future.
Willie Morris

To mom and dad
Merry Christmas and a Happy New Year. I will be home soon. I miss ya'll very much. I love you.
Jeffrey Mott

To all Seafarers
I wish you all a Merry Christmas and a healthy, happy, prosperous New Year.
Jimmy Moye

To my future wife, Mrs. Ernestine Myers
I'd like to first thank God for bringing us together. And to let you know how much I love and miss you. And to wish you a very Merry Christmas and a Happy New Year. Love,
Frog (your future husband, Mr. Amos B. Myers)

To Pratts and Joe
Wishing you all the best this holiday season. May you and your families have health and wealth in the coming year. God bless.
Tom Mylan

N

To my wife Cathy and family
Merry Christmas my love, and Tiff, mom, "J", Wes, Shelia, Angie, Laura, Mitch, Bruce, Derek, Casey, Shannon, the "Fish" and "Fussbucket the Pig." I hope I'm there with you all, if not, I'm with you in spirit on God's oceans. Love you one and all! P.S. A Merry Christmas to all my union brothers. God bless you and yours!
Lawrence Neslein

To Bosun Teddy Nielsen
Merry Christmas to you out at sea. We miss you, but we know a ship must sail even on Christmas. Love,
Wilma and Teddy Nielsen Jr.

To Laurie
Here's to the first of many together. Every day has been a holiday since I met you. May that Christmas glow stay with us all year.
Ray Nowak

O

To Mary Tologa
The holidays won't be the same without you. Where are you when we need you? Missing your holiday snacks.
Buns & Nippon Express (Rob O'Connell & Neil Simonsen)

To Jocelyn Octaviano
Wishing a joyful Christmas and a prosperous New Year to my loving and beautiful wife, Jocelyn, two cute daughters, Veena and Steffi, with love.
Papa (Gavino) Octaviano

To Mrs. Elizabeth P. Ohler
Hi Li and Mark! Merry Christmas to you and Mark there. If I can't be with you, I will be with you in spirit. Happy holidays, Love,
Robert (Bobby) Ohler

To captain and crew of CS Global Sentinel
Wishing you all a very Merry Christmas and Happy New Year—and safe sailing. Season's greetings from the bosun's wife.
Roxanne Olson

To Joe Olson
Merry Christmas and Happy New Year. Hope all is going well. Remember the North Star at 12:00 a.m. Christmas morning. I send my love. Wishing you were here. Love,
Roxanne Olson

To Cory Orianda
Merry Christmas and Happy New Year to my mother, sister Naty, Mila, brother-in-law Resty Serrano, Mila and Weng. And especially to my beloved wife Cora S. Orianda. With love and kisses,
Rudy Orianda

To all my C&O tug shipmates
Just to wish you happy holidays and let you know that the Italian Stallion has been to hell and back, but living well.
Domenic Ottofaro

P

To active and retired Seafarers
Good health to all. I would like to hear from any shipmate that I sailed with. Feel free to call (503) 287-5241.
Leonard Paden

To all active and retired members
My family and I wish every member—active and retired—a Merry Christmas and Happy New Year, and hope we continue with our gains in 1993.
William A. Padgett and family

To Judy Ballard and Steven Parker
Merry Christmas and Happy New Year.
Lamar Parker

To all members
May this Christmas be especially happy for you, and may you have a wonderful New Year.
Angel Passapena and family

To PRMMI Shoregang, all union officials and members at sea and shore
Merry Christmas to you and all of your families. A healthy and prosperous New Year in 1993, also in future year.
Peter and Lee Patrick

To Cerenia, Eric and Ryan Peck
May your Christmas be filled with happiness and dreams of the future. You make every day worth celebrating for me.
Michael Peck

To Gloria, John and Ruben Banzall
To my new family that has showed me new meaning in life. Merry Xmas. I'll be home around Dec. 27 to celebrate twice.
Jack Pegram

To my family, friends and shipmates
I'd like to send a holiday greeting to my wife Christina, my son Harry, friends and shipmates. I'd also like to send a holiday greeting to the Kalondis family and to the Sabga family.
Spiridon Perdikis

To Marisol Perez
I would like to send this greeting to my wife, Marisol Perez, who stood by me in my seven years of sailing. Merry Christmas "babe." Love always,
Samuel Perez

To Tony Piazza
Wishing you a Merry Christmas with love and a New Year filled with Peace. Merry Christmas and Happy New Year.
Mom and Dad (Mr. and Mrs. Andrew Piazza)

To Mr. and Mrs. John Kane
Merry Christmas and a Happy New Year to both of you. Hopefully, after my retirement, we can get together again.
Al Pickford

To SIU officers, the membership and their families
Merry Christmas and Happy New Year.
Sonny Pinkham

To Sheridan Transportation Company
Happy New Year!
Sonny Pinkham and family

To Bobby Selzer
"Look me" in the "eyes" when I'm writing to you. Merry Christmas Batman! May you and your family have a joyful holiday season.
Sonny Pinkham

R

To Mom, Marylee, Bruce, Bobby, Beverly and Aunt Florence
Although I am miles away, each day of every year my heart is always near. Merry Christmas and Happy New Year to all.
Bill Rackley

To Merilita and Irene
Although the oceans may separate us, I wish my wife and daughter a Merry Christmas and a Happy New Year. God bless. I love you.
Bill Rackley

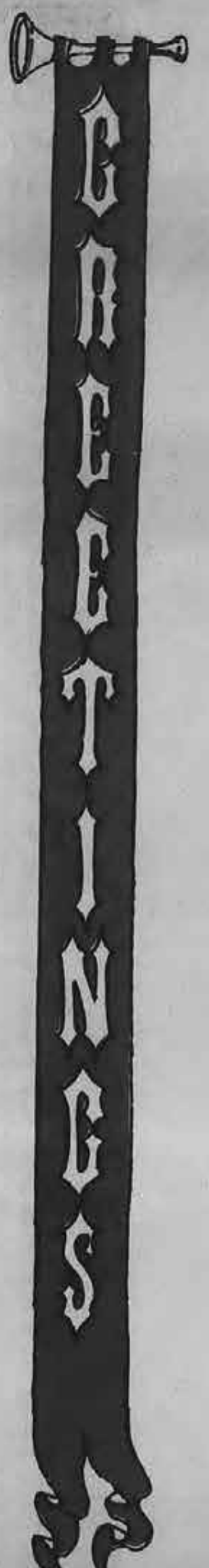
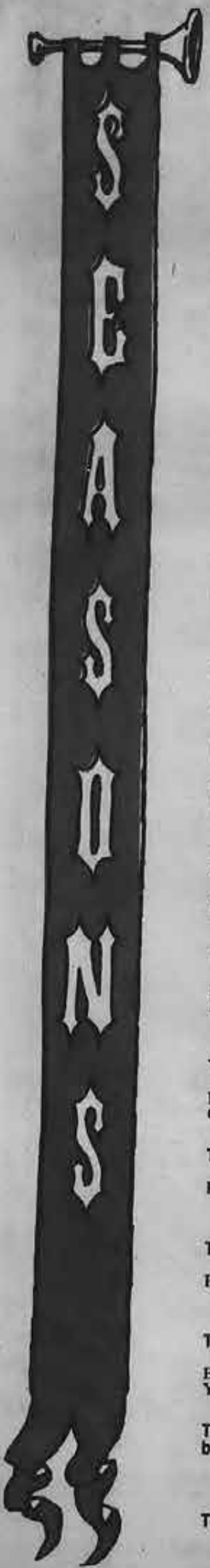
To William G. Rackley
Have yourself a Merry Christmas and a happy, healthy New Year. Remember all the Christmases we shared as a family together. We'll always remain your loving family.
Mom, Beverly, Marylee, Bruce and Rob (Rackley)

To all MSCPAC Seafarers
Best wishes to all Seafarers for a very Merry Christmas and Happy New Year, particularly to the men I sailed with between August 1965 and February 1974 while employed by MSCPAC. Mele Kalikimaka to friends in Hawaii.
Jim Rae

To everyone that I have worked with on FFEL lines SS Mariposa and Monterey
Xmas greetings and all the best for the New Year. I would love to hear from someone still dreaming about SF where I lived for 44 years. Hope all is well.
Ann Rafalovich

To George L. Raubenstine Jr.
To my darling husband George. I love and miss you, honey. Happy holidays, baby. Have a good new year. Can't wait until we are together again. Your loving wife,
Delonda G. Raubenstine

To Mr. and Mrs. Steve Krkovich
Wishing you both a very, very Merry Christmas and a very, very Happy New Year. Also, hoping your health is fine and you're having a very nice holiday in Japan.
Mr. and Mrs. Andrew Reasko



To retired Erie-Lackawanna and Con-rail deckhands
Merry Christmas and Happy New Year to all my old retired shipmates.
Jim Shannon

To all Seafarers, active and retired
Compliments of the season and hoping for a prosperous New Year employment-wise.
Mr. and Mrs. Ricardo Siddons

To shipmates and friends
Happy holidays and good health.
Bettie L. Smith

To Doug Smith
Merry Christmas, darling, and Happy New Year. Keep up the good work.
Mom, Jackie and Jon (Smith)

To employees of Express Marine
Merry Christmas and Happy New Year.
Melbourn B. Smith

To Spencer Smith
I love you, daddy!
Baby Smith

To Spencer Smith
You've made me so happy. I love you with all my heart. Your "Princess"
Tausha Smith

To mom, Jackie, Doug and Jonathan
We love you. Merry Christmas!
Spencer & Tausha Smith and Baby too!

To the Spells
We wish you all happiness and good health.
Spencer & Tausha Smith

To Tausha Smith
Sweetness, I wish you the merriest Christmas and the happiest of new year's! I love you and will always be by your side!
Love,
Spenc (Spencer Smith)

To SIU officers, staff and all members—active and retired
May you have the merriest of Xmas's and the happiest of New Years. And God bless.
Joseph O. Snyder

To Mrs. Myrtle Waiters
With the best wishes for the entire holiday season. Love and good health. I love you Mama. God bless you.
Donny, your loving daughter (S.W. Sparks)

To Mrs. Janie L. Spence Jr.
The year has come and gone, the love I have for you is still brand new. Merry Christmas and a Happy New Year.
Cyril A. Spence Jr.

To Spencer and Tausha Smith
Have a very Merry Christmas and a Happy New Year.
Jackie, Lenora, Doug and Jon (Spiers)

To the Spells
Have a very Merry Christmas and a Happy New Year. Think about you a lot.
Jackie, Lenora, Doug and Jon (Spiers)

To Seafarers around the world
Smooth sailing. Love to all. God Bless. Merry Christmas and Happy New Year.
F.A. Stephen

To the Seafarers LOG and all SIU members
Holiday greetings to all.
Walter Swedberg

To all my seafaring brothers and sisters
Happy holidays and a good New Year!
Terry-T-Bone White

T

To all my old shipmates
Wishing all of you the best of all of your holidays ever. Cannot forget all of the union officers. Good luck!
Robert Teabout

To the SIU officers and staff, our ships and shipmates
Happy holidays, Merry Christmas and a prosperous New Year. "God bless us everyone."
Eugene Donald Thompson

U

To Simeon "Sammy" F. Ureta
Good health, God bless, and a happy holiday season.
Ureta and Flaspoller families

V

To all my shipmates, known and unknown
Many blessings. With love and respect!
Suzanne Van Schoor

W

To Tanya, Vincent and Vivian Walker
The deepest sadness of the holiday season is spending it alone at sea. So, if by chance we'll all be at home, I hope you'll spend them with me. Love from the heart.
(Husband and father) DeMyron Walker

To Mrs. Susan Walker
I would like to wish you the warmest season's greetings because you are a model wife—and most of all my sweet, sweetheart. I love you.
Lonnie Walker

To officers and members
To those we love and see each day and other loved ones far away
To all good friends whose friendship means so much and those with whom we're out of touch.
William Willie Walker

To Steve Voss
Thinking of you during this Christmas season. Hope you are well and sailing again soon. Mona Lisa's not the same without you. Your friend,
Mary Watson

To Gino Igneri, Kenny Marich, Garret Winner
Wishing you a Merry Christmas and Happy New Year. Look forward to sailing together again soon. We love you. Your friends,
Mary and Jim Watson

To Darra White
Peace, love, health, wealth and life. Some of these things I gave you, and some of them are your natural birthright. Remember, they are always yours and mine.
Darryl White

To all Seafarers, union officials and their families
In the tradition of the Brotherhood of the Sea, all the best.
Robert Wilcox

To Ann A. Williams and crew of OS Vivian
To my wife that I love and to a good ship. Thanks for making a good life for me.
Jerome Williams

To everyone
Holiday greetings.
Rufus Williams

To all Seafarers
Season's greetings to everyone associated with our great union, especially the folks at Piney Point!! Cheers!!!!
Stanley E. Williams

To the Seafarers LOG
Happy holidays and best wishes to all. We hope 1993 is a prosperous year for all of you!
James Woods and family

Y

To Howard Yaekel
Merry Christmas, Happy New Year to the love of my life. 1993 will be our year. Love always and God bless you. Your wife,
Lucy Yaekel and family

To Howard Yaekel
Merry Christmas, dad. We miss you and love you. God bless you and take care of yourself. Have a Happy New Year. See you soon.
Pat, Ann and James (Yaekel)

To my darling wife, Mrs. Lucy
I love you with all my heart and soul. Merry Christmas and a Happy New Year, and may all your dreams come true. Love always,
Howard Yaekel

To Paul Grady
We have our place in Jax, FL. If you are in port, look us up. Trying to read "Messages from Michael." Pretty heavy stuff. Happy holidays. Maybe see you back at school.
Tony & Jackie Yore

To Ann Young
Have the best holiday ever. I miss and love you.
Steve Young

Misc

To Wallace Rosser
Wishing you the happiest holidays ever from those who love and need you most—everyday. Truly yours,
Us (Deann, David & Rachel)

To Charles B. Broadnax
I would like to wish you a happy holiday and the best of luck in the new year to come. I still love you.
Your little girl

To Lynda
Our first Christmas with our new baby Gennifer—this is the best present you could have ever given to me. Loving you forever and always,
Eddie

To Kevin
I hope our days are together. Christmas is the time to be with the one you love. But if we are apart, you will always be in my heart. I love you,
Jen

To Tommy T and LouLou Bell
Thinking of you, walking the streets of the city, dancing 'til dawn, eating pizza in the park. I think of you and wish we were not apart. Love you always,
Jen-Girl

To Ms. Sina Edwards
Season's greetings to you and your family. Hoping that this joyous holiday brings you good health, good luck and God's blessings. Happy holidays.
The Chef

To Joe Robertson
Ho! Ho! Ho! Merry Christmas Uncle Joe! Miss Kitty, too!
Winky and Booty and Family

To Jack Caffey and Michelle Nardo
Season's greetings to both of you and your families. Wishing you the best for the coming years ahead—luck, love, life. God bless.
T. Leo and A. Minors

To SIU officials at headquarters, Mike and Joe Sacco and Augie Tellez
From all of us, God bless you all. Happy holidays.
T. Leo, A. Minors and the PRMMI Shoregang, Elizabeth, NJ

To SIU at 675 4th Ave. in Brooklyn
Greetings to the entire staff at 675. Have a happy holiday season from all of us.
PRMMI Shoregang, Elizabeth, NJ

To Brother Peter Patrick and family
Just to let you know that we still think of you. Greetings to you and yours. Have a joyous season. God bless.
A. Minors and T. Leo at PRMMI Shoregang

To Aida, Awal and Aishah
May God bless you all and may the New Year be prosperous.
Syaifullah

To Tibby, Alice and Christian
Here's hoping we all have a very Merry Christmas and a happy, healthy New Year. I miss you and love you.
Pop

To all Seafarers shipping from the port of New Orleans
Warmest holiday greetings to all Seafarers who ship through the port of New Orleans—also all of our co-workers in headquarters and other ports.
Staff - Port of New Orleans

To Sebastian, Damien, Mom and Dad "I take my walk with God"
When my busy week has ended I take my walk with God. As I take my walk with God Every creature pays Him homage. Trees and flowers bow and nod In the presence of their maker.
Adriane Healani Akau and Mark P. Moran

To Holly
Happy holidays Goobie!
Mark

To George Bixby
Merry Christmas my love! Missing you as always, but hoping you have a good holiday. Stay away from the mistletoe 'til you get home. Safe sailing. I love you.
Donna

To Teddy Dol
Aloha Teddy. Merry Christmas! Hope this holiday season finds you healthy and happy. Would love to hear from you. Your friends,
George and Donna

To Shawn P. Hurst
Have a very Merry Christmas! Best wishes always.
Brenda



Sending their holiday greetings from aboard the USNS Harkness somewhere in the Persian Gulf are (from left, front row) SA Cecilio Suarez Jr., SA Anthony Ferrara, 2nd Cook Mosed Saleh, Chief Cook Ahmed Qoraih, Chief Steward Ben Henderson, Captain Andrew Diamond (seated), Cook/Baker Robert Tovay, SA Joyce Tovay, SA Said Mohamed, SA Eddie Rember (kneeling), Saleh Al-Saedi, (back row) SA Christopher Edyvean, SA Troy Mitchell, SA Donald Martin, SA "Doc" Whalen, SA Jorge Vicente (standing), SA Mohamed Abdelfattah, SA Adry "Lee" Libra and SA Michael Underwood.

Dispatchers' Report for Deep Sea

OCTOBER 16 — NOVEMBER 15, 1992

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	31	29	16	25	16	5	5	63	36	33
Philadelphia	1	10	2	1	4	3	2	4	17	5
Baltimore	8	12	3	6	11	1	0	7	11	3
Norfolk	8	20	6	9	11	3	2	17	32	11
Mobile	15	20	5	10	10	4	2	21	29	9
New Orleans	20	21	11	18	13	9	5	35	34	20
Jacksonville	33	14	16	20	12	0	2	51	45	38
San Francisco	23	24	7	14	23	8	8	47	50	13
Wilmington	16	14	6	18	7	3	3	18	29	15
Seattle	27	27	6	14	22	2	3	50	26	17
Puerto Rico	6	5	1	3	4	0	1	15	8	3
Honolulu	7	17	6	4	7	8	2	8	21	13
Houston	32	26	6	24	17	6	4	37	43	22
St. Louis	0	4	1	1	2	1	0	1	4	1
Piney Point	1	7	0	1	2	1	0	2	24	2
Algonac	0	1	1	0	2	2	0	0	1	0
Totals	228	251	93	168	163	56	39	376	410	205
ENGINE DEPARTMENT										
New York	22	28	4	18	7	3	4	38	37	11
Philadelphia	1	4	3	0	2	0	0	5	7	5
Baltimore	4	3	0	3	3	0	0	8	7	3
Norfolk	3	17	3	2	8	0	2	6	25	5
Mobile	7	9	2	8	4	1	1	17	20	7
New Orleans	14	7	9	15	7	3	1	28	24	11
Jacksonville	12	18	6	8	6	4	5	31	39	16
San Francisco	20	23	3	12	12	4	6	32	39	13
Wilmington	8	8	5	3	7	8	1	12	17	7
Seattle	17	20	7	12	12	3	5	24	29	14
Puerto Rico	4	3	0	1	1	0	0	7	4	0
Honolulu	4	14	6	2	9	7	4	5	17	12
Houston	13	17	3	11	19	2	5	22	21	12
St. Louis	0	3	0	0	2	0	0	2	4	1
Piney Point	4	27	2	0	0	0	1	7	43	5
Algonac	0	0	1	0	0	1	0	0	0	0
Totals	133	201	54	95	99	36	35	244	333	122
STEWARD DEPARTMENT										
New York	16	10	1	11	5	0	3	28	23	6
Philadelphia	2	0	1	2	1	0	1	2	2	3
Baltimore	0	1	0	2	2	0	1	1	1	0
Norfolk	3	7	6	4	2	3	2	11	7	8
Mobile	6	6	0	5	2	0	0	7	13	2
New Orleans	10	7	1	7	5	1	2	13	19	2
Jacksonville	12	10	5	8	1	2	1	22	19	3
San Francisco	37	9	2	18	4	0	7	83	32	4
Wilmington	6	5	0	13	4	1	1	17	7	3
Seattle	14	11	0	15	5	0	0	25	16	3
Puerto Rico	2	2	0	4	1	0	0	7	2	1
Honolulu	9	22	12	7	18	15	40	20	26	17
Houston	11	4	3	7	5	2	1	17	8	3
St. Louis	0	0	0	0	0	0	0	0	1	0
Piney Point	1	10	1	0	6	0	0	4	22	3
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	129	104	32	103	61	24	59	257	198	58
ENTRY DEPARTMENT										
New York	9	39	29	11	14	7	0	17	89	80
Philadelphia	0	3	4	1	0	1	0	2	7	7
Baltimore	1	7	0	1	3	0	0	3	13	2
Norfolk	2	22	8	2	8	5	0	7	31	10
Mobile	1	13	7	5	7	0	0	2	30	14
New Orleans	7	20	7	5	13	7	0	11	48	26
Jacksonville	4	11	8	2	6	1	0	6	39	15
San Francisco	23	33	22	5	9	0	0	53	56	59
Wilmington	3	5	5	3	5	3	0	8	14	9
Seattle	6	12	8	6	10	1	0	13	29	21
Puerto Rico	7	4	2	2	5	1	0	12	12	8
Honolulu	3	42	90	2	47	90	0	7	67	173
Houston	4	21	3	2	7	2	0	5	34	10
St. Louis	0	4	1	0	3	0	0	0	4	1
Piney Point	0	35	1	0	35	0	0	0	27	5
Algonac	0	0	0	0	0	0	0	0	0	1
Totals	70	271	195	47	172	118	0	146	500	441
Totals All Departments	560	827	374	413	495	234	133	1,023	1,441	826

* "Total Registered" means the number of men who actually registered for shipping at the port last month.
 ** "Registered on the Beach" means the total number of men registered at the port at the end of last month.
 A total of 1,275 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,275 jobs shipped, 413 jobs or about 32 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From October 16 to November 15, 1992, a total of 133 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 17,653 jobs have been shipped.

January & February 1993 Membership Meetings Deep Sea, Lakes, Inland Waters

- Piney Point**
Monday: January 4, February 8
- New York**
Tuesday: January 5, February 9
- Philadelphia**
Wednesday: January 6, February 10
- Baltimore**
Thursday: January 7, February 11
- Norfolk**
Thursday: January 7, February 11
- Jacksonville**
Thursday: January 7, February 11
- Algonac**
Friday: January 8, February 12
- Houston**
Monday: January 11; Tuesday: February 16*
**changed by Washington's Birthday*
- New Orleans**
Tuesday: January 12, February 16
- Mobile**
Wednesday: January 13, February 17
- San Francisco**
Thursday: January 14, February 18
- Wilmington**
Tuesday: January 19*; Monday: February 22
**changed by M.L. King holiday*
- Seattle**
Friday: January 22*, February 26
**This date was listed incorrectly in the November LOG.*
- San Juan**
Thursday: January 7, February 11
- St. Louis**
Friday: January 15, February 19
- Honolulu**
Friday: January 15, February 19
- Duluth**
Wednesday: January 13, February 17
- Jersey City**
Wednesday: January 20, February 24
- New Bedford**
Tuesday: January 19, February 23

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

See page 32 for the full 1993 calendar of union meetings.

Personals

WILLIAM EDWARD McCORMICK

If you were born in Boston in the early 1920s, please get in touch with the Seafarers LOG for a message from a family member.

JON KELLY

Please call Mary at (815) 838-6764.

Showing the Banner



Bill Iverson and Max Fisk, retired members of the SIUNA-affiliated Marine Firemen's Union, participate in the Labor Day parade in Black Diamond, Wash.

Seafarers International Union Directory

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PORT EVERGLADES
2 West Dixie Highway
Dania, FL 32204
(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

OCTOBER 16 — NOVEMBER 15, 1992

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	10	0	0	16	0	0	35	7
Port	ENGINE DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	7	5	0	7	0	0	8	12
Port	STEWARD DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	3	0	0	2	0	0	4	3
Port	ENTRY DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	19	3	0	0	0	0	28	19
Totals All Departments	0	39	8	0	25	0	0	75	41

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

Dispatchers' Report for Inland Waters

OCTOBER 16 — NOVEMBER 15, 1992

*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	0	0	0	62	2	0
Gulf Coast	3	4	6	0	1	3	9	5	23
Lakes & Inland Waters	16	0	0	11	1	0	44	0	0
West Coast	0	0	3	0	0	1	2	1	9
Totals	22	4	9	11	2	4	117	8	32
Region	ENGINE DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	1	0	0	0	0	0	15	1	0
Gulf Coast	0	0	2	0	0	0	0	0	3
Lakes & Inland Waters	12	0	0	7	0	0	29	5	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	13	0	2	7	0	0	44	6	3
Region	STEWARD DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	1	0	0	0	0	0	11	0	0
Gulf Coast	1	1	0	1	1	0	1	0	2
Lakes & Inland Waters	6	0	0	3	0	0	12	0	0
West Coast	0	0	0	0	0	0	1	1	0
Totals	8	1	0	4	1	0	25	1	2
Totals All Departments	43	5	11	22	3	4	186	15	37

* "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

VIDEO FOOTAGE NEEDED OF SEAFARERS IN GULF WAR

The SIU Communications Department is seeking video footage of Seafarers and SIU-contracted ships participating in activities related to Operation Desert Shield, Desert Storm or Desert Sortie.

If any Seafarer has such footage taken with a home video camera, please contact the Seafarers LOG office. The union would like to make a copy of the footage and then return the original videotape to the member.

For further information, contact the Seafarers LOG office at (301) 899-0675, ext 4315.

SOUTH STREET SEAPORT MUSEUM SEEKS VOLUNTEERS

The South Street Seaport Museum preserves and interprets the history of New York as a world port through historic ships, changing exhibits, tours and other programs.

Volunteers with eight hours a week to spare are needed in the museum tour guide and lecturer program. Volunteers with four hours to contribute can help lead tours of the galleries and historic ships. Training is free!

For additional information, call Patricia Sands, Director of Volunteer Programs, or Catrin Perih, Docent Coordinator, at (212) 669-9400.

CLASSES AVAILABLE FOR QMED UPGRADING

QMEDs are reminded that they must upgrade their classification each year until reaching QMED I, according to the shipping rules. The Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education offers a variety of engine department courses throughout the year to enable members to reach that goal. The classes include Marine Electrical Maintenance, Pumproom Operations and Maintenance, Welding, Hydraulics and Diesel Engine Technology.

To find out more, talk with a union representative at any hall, a boarding patrolman at any payroll or contact the Seafarers Harry Lundeberg Upgrading Center, P.O. Box 75, Piney Point, MD 10674.

IS YOUR CORRECT ADDRESS ON FILE?

With W-2 forms due out soon, it is necessary for every SIU member to have his or her correct address on file with the Seafarers Vacation Plan.

If you recently have moved or changed your name and have not notified the union, fill out a change of address form at your nearest union hall 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.

MURMANSK CEREMONY SCHEDULED FOR DEC. 8

A ceremony for merchant mariners who sailed in the Murmansk runs during World War II is scheduled for Tuesday, December 8 at 10:30 a.m. in Washington, D.C. Medals will be issued to those seamen whose applications have been approved.

A similar ceremony took place in Baltimore in October.

Yuri Menshikov, coordinator of the ceremonies, said he expects a crowd of about 600 to 700 for the December event, which will take place in the auditorium of the Embassy of the Russian Federation at its 2645 Tunlaw Road, N.W. building (near the intersection of Wisconsin Ave. and Massachusetts Ave.) in Washington, DC.

Mariners who are to receive the medals but who cannot or do not wish to attend the ceremony will receive theirs in the mail.

Those eligible WWII veterans who have not applied for the Murmansk medal may do so by submitting a written request to Mr. Menshikov at the Embassy of the Russian Federation, 1125 16th Street, N.W., Washington, DC 20036. Please provide documentation of service in World War II and, specifically, evidence of having sailed on vessels engaged in one or more convoys to Murmansk or Archangel.

For more information, call Mr. Menshikov at (202) 347-4392, or see page 10 of the September Seafarers LOG.

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.

SEA-LAND PATRIOT (Sea-Land Service), July 13 — Chairman S. Evans, Educational Director M. Bang. Chairman thanked deck department for three good trips. He thanked Chief Cook Ron Richardson for good food. Educational director advised members to watch safety films. No beefs or disputed OT reported.

MV PAUL BUCK (Ocean Shipholding), August 23 — Chairman Alejandro Ruiz, Secretary Steven Parker, Educational Director W.C. Weekly Sr., Deck Delegate Robert Schindler, Engine Delegate Mark Glinka, Steward Delegate John Jacobs. Chairman informed crew that message regarding new tank cleaning rates was sent to contracts department and company. Educational director reminded members to upgrade at Lundeberg School at the Paul Hall Center in Piney Point, Md. No beefs or disputed OT reported. Crew gave vote of thanks to Bosun Ruiz for 37 years of dedicated service. He will retire after this trip. Crew welcomed Chief Cook Will Begendorf back from vacation. Next port: Pearl Harbor, Hawaii.

ITB MOBILE (Sheridan Transportation), August 30 — Chairman Fred Jensen, Secretary Pedro Selan, Educational Director J. Quinter, Deck Delegate R. Paradise, Engine Delegate Elliot Rhodes, Steward Delegate Allen Van Buren. Chairman thanked all members for job well done. Secretary noted pleasant trip. Educational director urged members to upgrade at Paul Hall Center for a better tomorrow in maritime industry. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Crew asked contracts department to seek both sick leave and emergency leave for permanent members. Crew thanked steward department for extremely

professional job well done. Next port: Stapleton, N.Y.

ROBERT E. LEE (Waterman Steamship), August 16 — Chairman W. Rice, Secretary A. Holland, Educational Director W. Thomas, Deck Delegate L. Anderson, Engine Delegate C. Dowe, Steward Delegate Bob Bess. Chairman reported good work by deck gang. Educational director encouraged members to stay informed by reading *Seafarers LOG* and to upgrade at Piney Point. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew noted difficulty in receiving mail while overseas. Next port: Newport News, Va.

NUEVO SAN JUAN (Puerto Rico Marine), August 11 — Chairman W. Card, Secretary R. Fagan, Educational Director R. Torgersen. Chairman reported smooth sailing and pleasant crew. No beefs or disputed OT. Deck delegate reminded his department to make sure all lashings and deck gear are secured before sailing. Crew thanked galley gang of Chief Steward Fagan, Chief Cook Vernon Wilson and SAs Antonio Colon and R. Ramirez.

OMI HUDSON (OMI Corp.), August 31 — Chairman T. Banks, Secretary G. Boop, Deck Delegate A. Sabatini. Chairman reminded crew about new benzene testing. He advised members to read the *LOG* and upgrade at Lundeberg School. Deck and engine delegates reported beefs. No beefs or disputed OT reported by steward delegate. Crew gave vote of thanks to steward department. Crew extended sympathies to family of late SIU Patrolman Gentry Moore. Next port: Houston.

OVERSEAS MARILYN (Maritime Overseas), August 31 — Chairman Henry Jones, Secretary I. Fletcher, Educational Director E. Smith, Deck Delegate Richard Luzan, Engine Delegate L. Reynolds Jr., Steward Delegate Alan Bartley. Chairman reported smooth trip and good crew. Captain sent thanks to crew for good trip. Chairman announced payoff and urged members to upgrade at Lundeberg School. Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegates. Crew thanked galley gang for excellent job. Crew enjoyed shopping in Peru and interacting with citizens of Callao. Next port: Houston.

ITB NEW YORK (Sheridan Transportation), September 29 — Chairman Sonny Pinkham, Educational Director Thomas Migliara, Deck Delegate Steve Molito, Engine Delegate A. Daif, Steward Delegate D. Rodriguez. No beefs or disputed OT reported. Crew thanked steward department for job well done. Crewmembers recently participated in "West Indies Shootout" basketball tournament.

ITB PHILADELPHIA (Sheridan Transportation), September 27 — Chairman V. Neilsen, Secretary J. Emidy, Educational Director M. Beck, Engine Delegate A. Rosa, Steward Delegate S. Suraredjo.

Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Crew discussed asking contracts department to seek schedule which would allow permanent members on vessel to sail two months on, two months off. Crew thanked galley gang. Steward department thanked crew for keeping messhall clean.

LIBERTY SPIRIT (Liberty Maritime), September 20 — Chairman Jerry Borucki, Secretary Steve Venus, Educational Director Jose Hipolito, Deck Delegate J. Pinkston, Engine Delegate Gary Toomer, Steward Delegate Isaac Gordon. Chairman thanked crew for cleanliness. He urged all members to donate to SPAD. No beefs or disputed OT reported. Crew thanked galley gang for good chow and for keeping ship clean. Crew observed one minute of silence in memory of departed brothers. Next port: New Orleans.

LNG CAPRICORN (ETC), September 6 — Chairman Charles Kahl, Secretary Norman Duhe, Educational Director David William, Deck Delegate Albert Pickford, Engine Delegate Bruce Smith, Steward Delegate Benedict Opaon. No beefs or disputed OT reported. Crew gave vote of thanks to steward department.

MAYAGUEZ (Puerto Rico Marine), September 29 — Chairman A. Caulder, Secretary J. Platts, Deck Delegate R. Lewis, Engine Delegate F. Valle, Steward Delegate S. Krystosiak. No beefs or disputed OT reported. Crew thanked Brother Platts for great job. Next port: Elizabeth, N.J.

MV NEWARK BAY (Sea-Land Service), September 27 — Chairman Ervin Bronstein, Secretary J. Jordan, Educational Director H. Chancey, Deck Delegate Justin Savage, Engine Delegate Jon Beard, Steward Delegate Abdul Awadh. Chairman announced payoff and thanked deck gang for good job. He reminded members to upgrade at Lundeberg School. Secretary thanked crew for cooperation in keeping ship clean. Educational director reminded members about the importance of donating to SPAD and Maritime Defense League. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew reported new VCR and carpet are needed for lounge. Crew thanked steward department for job well done. Next port: Boston.

OVERSEAS MARILYN (Maritime Overseas), September 27 — Chairman M. Galliano, Secretary I. Fletcher, Educational Director E. Smith, Deck Delegate J. Englehart, Steward Delegate A. Bartley. Chairman asked all members to support SPAD. He reminded members to upgrade at Lundeberg School. No beefs or disputed OT reported. Department delegates each reported smooth trip. Crew thanked galley gang for job well done.

PONCE (Puerto Rico Marine), September 8 — Chairman D. Murray, Secretary A. Johnson, Educational Director J. Roberts, Deck Delegate R. Livermore, Engine Delegate J. Cronan, Steward Delegate Roderick Gordon. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates.

RALEIGH BAY (Sea-Land Service), September 6 — Chairman Howard Knox, Secretary J. Speller, Engine Delegate S. Pasilong. No beefs or disputed OT reported.

SEA-LAND ANCHORAGE (Sea-Land Service), September 24 — Chairman G. Walker, Secretary L. Lightfoot, Educational Director K. Bertel, Engine Delegate Richard Surrick, Steward Delegate William Bryley. Chairman announced payoff. He reported letter received from contracts department regarding engine department work. Secretary noted upgrading and benefits forms are available. Educational director reminded all hands to vote on Election Day. No beefs or disputed OT reported. Crew asked pension department to review alternative retirement plans. Crew thanked steward department for fine barbecues. Next port: Tacoma, Wash.

SEA-LAND CHALLENGER (Sea-Land Service), September 20 — Chairman Roy Williams, Secretary H. Scyppes, Educational Director D. Manthei, Deck

of silence in memory of late SIU Patrolman Gentry Moore. Next port: Tacoma, Wash.

SEA-LAND DISCOVERY (Sea-Land Service), September 6 — Chairman S. Nelson, Secretary J. Colls, Educational Director T. Prisco, Deck Delegate Pablo Pacheco, Engine Delegate Shaif Yafaie, Steward Delegate Oswaldo Rios. No beefs or disputed OT reported. Crew reported ship needs new washing machine. Crew thanked galley gang for good job. Next port: Elizabeth, N.J.

SEA-LAND EXPEDITION (Sea-Land Service), September 27 — Chairman P. Flores, Secretary E. Vazquez, Educational Director D. Davidson. Chairman reported smooth trip. He discussed importance of upgrading at Lundeberg School. He cautioned members about the dangers of drug use. No

It's Union Meeting Time



Attending a union meeting on board the *Richard G. Matthiesen* are (from left) QMED Hal Puckett, QMED Don Leight, GSU MacBryan Browne and AB Tim Troupe.

Delegate E. Ortega, Steward Delegate Jose Ortiz. Chairman announced payoff. He urged members to donate to SPAD and to vote. No beefs or disputed OT reported. Crew gave vote of thanks to galley gang. Crew observed one minute of silence in memory of departed brothers. Next port: Elizabeth, N.J.

SEA-LAND CONSUMER (Sea-Land Service), September 20 — Chairman W. Mortier, Secretary E. Schein, Educational Director O. Webber, Engine Delegate K. Earhart, Steward Delegate T. Pope. Chairman discussed various SIU health benefits. Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegate.

SEA-LAND DEFENDER (Sea-Land Service), September 26 — Chairman John Stout, Secretary John Alamar, Educational Director Joe Barry. Chairman reminded crew that call button should be used to wake members for watch. Secretary thanked everyone for help in keeping rec room and crew quarters very clean. Educational director reminded members that the Lundeberg School has helped many adults to sharpen their reading and writing skills which are necessary in these times to perform any shipboard job. No beefs or disputed OT reported. Crew asked contracts department to seek provision which would require SIU-contracted companies to supply transportation from airport to vessels. Next port: Oakland, Calif.

SEA-LAND DEVELOPER (Sea-Land Service), September 13 — Chairman Howard Gibbs, Secretary L. Pinn Jr., Educational Director J. Ross, Steward Delegate R. Gegenheimer. Chairman reported captain is pleased with crew and its work, including good meals. No beefs or disputed OT reported. Crew thanked steward department for great food and clean ships. Crew observed one minute

beefs or disputed OT reported. Crew thanked steward department for job well done.

SEA-LAND PERFORMANCE (Sea-Land Service), September 5 — Chairman R. Moss, Secretary H. Rahman, Educational Director P. Johnson. No beefs or disputed OT reported. New VCR needed for crew lounge.

SEALIFT MEDITERRANEAN (IMC), September 21 — Chairman John Neff, Secretary David Alexander, Educational Director Randy Snay, Deck Delegate R. Wood, Engine Delegate C. Sandino, Steward Delegate J. James. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew extended vote of thanks to steward department.

SEA-LAND QUALITY (Sea-Land Service), September 20 — Chairman Carmine Bova, Secretary T.J. Smith, Educational Director Ken Linah, Deck Delegate G. Paul Barber, Engine Delegate Ali Smohsid, Steward Delegate Francisco Monsibais. Chairman announced payoff. No beefs or disputed OT reported. Crew thanked galley gang for good job. Next port: Boston.

SEA-LAND TACOMA (Sea-Land Service), September 13 — Chairman T. Murphy, Secretary Michael Meany, Deck Delegate Glenn Christianson, Engine Delegate M. Ferguson, Steward Delegate D. Short. Chairman noted smooth voyage and good food. Secretary noted changes within company which affect method of supplying many vessels. No beefs or disputed OT reported. Crew discussed importance of voting. Crew stated that if crew reductions take place, the number of union officials also should decrease. Crew suggested *LOG* should print more details about

Continued on page 26

An Arctic Barbecue



AB John Weirauch enjoys a shipboard barbecue on the *Overseas Arctic*.

Ships Digest

Continued from page 25

beefs and proposals/resolutions, even if it is not good news. Next port: Tacoma, Wash.

USNS BARTLETT (Mar Ship Operators), September 15 — Chairman **Humberto Vera**, Secretary **J. Dunne**, Educational Director **Ed Evans**, Deck Delegate **Rudolph Hyndman**, Engine Delegate **Edward Louis**, Steward Delegate **K. Kelly**. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported.

USNS HARKNESS (Mar Ship Operators), September 20 — Chairman **H. Turner**, Secretary **Ben Henderson**, Educational Director **Peter Kwasnjuk**, Deck Delegate **Steve Thompson**, Steward Delegate **Robert Tovay**. No beefs or disputed OT reported. Crew voted to pitch in for additional exercise equipment. Chairman thanked Brother **Tovay** for fine job.

USNS SILAS BENT (Mar Ship Operators), September 13 — Chairman **R. Vazquez**, Secretary **P. Cloin**, Deck Delegate **Darryl Smith**, Engine Delegate **Frederick Wrede**, Steward Delegate **Jeanette Ball**. Deck delegate requested that messhalls be open to on-watch standby. No beefs or disputed OT reported. Questions arose concerning lack of boiler-heated water. Deck department expressed thanks and appreciation to rest of crew for cooperation and patience while decks were being painted. Crew thanked deck department for assembling gym equipment.

WESTWARD VENTURE (Inter-Ocean Management), September 3 — Chairman **Michael Kaddely**, Secretary **David Boone**, Educational Director **C. Cunningham**, Deck Delegate **Carlos Spira**, Engine Delegate **D. Hines**, Steward Delegate **K. Lee Nolan**. Chairman reported patrolman will meet ship on arrival in Tacoma. Educational director urged members to donate to SPAD and read the *LOG*. No beefs or disputed OT reported. Crew thanked galley gang for job well done. Next port: Tacoma, Wash.

AMERICAN HERITAGE (Apex Marine), October 30 — Chairman **Clyde Smith**, Deck Delegate **J. Passapera**, Engine Delegate **A. Atiah**, Steward Delegate **A. Garayua**. No beefs or disputed OT reported. Crew extended best wishes to Seafarer **Joseph F. Miller**, who signed off due to health problems.

NEDLOYD HOLLAND (Sea-Land Service), October 11 — Chairman **Fred Goethe**, Secretary **V. Harper**, Educational Director **Harry Messick**, Deck Delegate **Bernard Hutching**, Steward Delegate **Ronald Tarantino**. Chairman said he has absentee ballots for registered voters. No beefs or disputed OT reported. Crew received response from contract department concerning emergency leave for permanent jobs/trip off for rotary. Crew thanked steward department for job well done. Next port: Charleston, S.C.

LNG LIBRA (ETC), October 11 — Chairman **Jack Rhodes**, Educational Director **B. Zenon**. Chairman discussed importance of upgrading at Lundeberg School. Secretary reminded crew to keep noise down. Educational director has applications for upgrading. No beefs or disputed OT reported. Crew observed one minute of silence in memory of departed brothers.

LNG TAURUS (ETC), October 4 — Chairman **Carlos Pineda**, Secretary **D. Pappas**, Deck Delegate **T. Harding**, Engine Delegate **D. Veldecamp**, Steward Delegate **Udjang Nurdjaja**. Chairman addressed crew concerning noise in passageways during late-night dockings and undockings. Treasurer reported \$850 in ship's fund. No beefs or disputed OT reported. Captain advised crewmembers that if they want to re-route return airline tickets, they should do so well in advance. He will help any way possible. Crew thanked Chief Cook **Nurdjaja** for outstanding performance.

LONG LINES (TransOceanic Cable), October 9 — Chairman **Pete Amper**, Secretary **David Colison**, Educational Director **R.C. Miller**, Deck Delegate **Walter Harris**, Engine Delegate **Anthony Powers**, Steward Delegate **Robert Rowe**. Chairman encouraged members to vote in SIU and presidential elections. He advised members to upgrade at Paul Hall Center. Secretary suggested SIU members pull together with other union members and stand up against NAFTA. Treasurer reported \$500 in ship's fund. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew asked contracts department to seek increase in dental and outpatient benefits. Crew and officers thanked galley gang for fine cookout. Next port: Honolulu.

FRED G. MATTHIEN (Pacific Gulf Marine), October 11 — Chairman **William Byrne**, Secretary **Ronald Lupinacci**, Educational Director **Angel Hercato**, Deck Delegate **Tim Fitzgerald**, Engine Delegate **John Morgan**, Steward Delegate **Gary Lackey**. Chairman conveyed that the captain approved hot midnight meal to be served by steward department. No beefs or disputed OT reported. Electrician will ask about new TV when port captain comes aboard. Galley gang was congratulated by all for excellent job.

MV CONSTELLATION (Maersk Lines), October 8 — Chairman **S. Ciciulla**, Secretary **B. Tyler**, Educational Director **D. Powers**, Deck Delegate **S. Murain**, Engine Delegate **D. Ackerman**, Steward Delegate **F. Umali**. No beefs or disputed OT reported. Crew recommended that refrigerators for cabins be purchased from ship's fund on return to Guam. They suggested that this matter wait until there is a large crew change scheduled on arrival in Oakland, Calif. Next port: Pearl Harbor, Hawaii.

NUEVO SAN JUAN (Puerto Rico Marine), October 6 — Chairman **W.L. Davis**, Secretary **R. Fagan**, Educational Director **C. Gallagher**. No beefs or disputed OT reported. Crew has question about who is responsible for putting out night lunch.

OMI WILLAMETTE (OMI Corp.), October 11 — Chairman **M. McDuffie**, Secretary **Robert Scott**, Educational Director **F. Vogler**. Chairman announced payoff scheduled for New Orleans. No beefs or disputed OT reported. Crew reported ship needs new dryers. Crew thanked steward department for job well done. Brother **Scott** moved vote of thanks to *LOG*.

OVERSEAS ALICE (Mar Ship Operators), October 3 — Chairman **Joe Colangelo**, Secretary **C. Mosley**, Educational Director **M. Williams**, Engine Delegate **Sam Negron**, Steward Delegate **John Clarke**. No beefs or disputed OT reported. Crew requested new mattresses. Crew discussed importance of upgrading at Lundeberg School and supporting SPAD.

PONCE (Puerto Rico Marine), October 18 — Chairman **R. Dailey**, Secretary **Ernie Hoitt**, Educational Director **R. Velez**, Deck Delegate **R. Livermore**, Engine Delegate **J. Cronan**, Steward Delegate **R. Gordon**. Secretary reminded members to vote. He noted importance of upgrading at Lundeberg School. Educational

director also urged everyone to vote. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew thanked steward department for good work. Crew noted slop chest has not been open every week, and new captain only will sell cigarettes.

SEA-LAND ATLANTIC (Sea-Land Service), October 18 — Chairman **W. Byrd**, Secretary **F. Costango**, Educational Director **M. Rivera**, Deck Delegate **Mike Ard**, Engine Delegate **D. Walker**, Steward Delegate **Justo Lacayo**. No beefs or disputed OT reported. Crew gave vote of thanks to Chief Cook **Teddy Rustandi** and SA **Lacayo**. Next port: Charleston, S.C.

SEA-LAND CONSUMER (Sea-Land Service), October 18 — Chairman **William Mortier**, Secretary **E. Schein**, Educational Director **O. Webber**, Engine Delegate **K. Earhart**, Steward Delegate **T. Pope**. Chairman discussed importance of solidarity. Secretary reported Sea-Land procedure changes for stores in Oakland, Calif. and for laundry in Long Beach, Calif. She provided welfare plan books and vacation forms. She shared articles of interest from *Readers Digest*. No beefs or disputed OT reported. New movies will be purchased as soon as possible. Crew thanked steward department, which in turn thanked deck and engine gangs for their cooperation and professionalism. Next port: Oakland, Calif.

SEA-LAND DISCOVERY (Sea-Land Service), October 4 — Chairman **S. Nelson**, Secretary **Jose Colls**, Educational Director **Joseph Shuler**, Deck Delegate **Ramon Castro**, Engine Delegate **Angel Garcia**, Steward Delegate **Oswaldo Rios**. Chairman announced payoff and reported smooth sailing. Secretary reported parts for stove are needed. He will check with patrolman about acquiring freezers for galley. No beefs or disputed OT reported. Crew thanked galley gang for good food. Next port: Elizabeth, N.J.

SEA-LAND ENDURANCE (Sea-Land Service), October 18 — Chairman **E. Sierra**, Secretary **M. Kols**, Educational Director **David Bautista**. Educational director encouraged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew thanked steward department for job well done. Next port: Long Beach, Calif.

SEA-LAND EXPLORER (Sea-Land Service), October 4 — Chairman **Jack Kingsley**, Secretary **W. Burdette**, Educational Director **S. Acosta**, Deck Delegate **J. De Bos**, Engine Delegate **Bernardo Tapia**, Steward Delegate **George Lee**. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew reported *Sea-Land Explorer* is being responsive to request for better quality of fresh produce received as part of voyage stores. Crew gave vote of thanks to steward department.

SEA-LAND EXPRESS (Sea-Land Service), October 4 — Chairman **E. Duhon**, Secretary **George Bryant**, Educational Director **E. Frederickson**, Steward Delegate **Frank Sisson**. No beefs or disputed OT reported. Crew suggested sailing board in Hong Kong be set for one time. Crew noted passes in Japan not issued quickly enough. Next port: Tacoma, Wash.

SEA-LAND PERFORMANCE (Sea-Land Service), October 4 — Chairman **J. Foster**, Secretary **Floyd Bishop**, Educational Director **D. Johnson**. Chairman reported smooth sailing. He noted Brother **Richard Maddox**, who passed

away August 17, was buried at sea. No beefs or disputed OT reported. Crew reported door stoppers need repair or replacement. Crew gave vote of thanks to steward department. Next port: Charleston, S.C.

Delicate Operation



AB Jerry McLean brings *Overseas Arctic* alongside another ship during lightering operation.

SEA-LAND PRODUCER (Sea-Land Service), October 4 — Chairman **Jack Edwards**, Secretary **L. Hoffman**, Educational Director **Jose Del Rio**, Deck Delegate **Raymond Vicari**, Engine Delegate **Teddie Carter**, Steward Delegate **Mark Cabasag**. Chairman announced arrival time for Oakland, Calif. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew asked contracts department to seek increases in dental benefits and pension amount. Next port: Honolulu.

SEA-LAND RELIANCE (Sea-Land Service), October 15 — Chairman **R. McGonagle**, Secretary **G. Sivley**, Educational Director **A. Jaramillo**. Chairman reminded crew to keep watertight doors closed in bad weather and use tunnels in port when going ashore. He thanked crew for smooth trip. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew thanked galley gang for job well done.

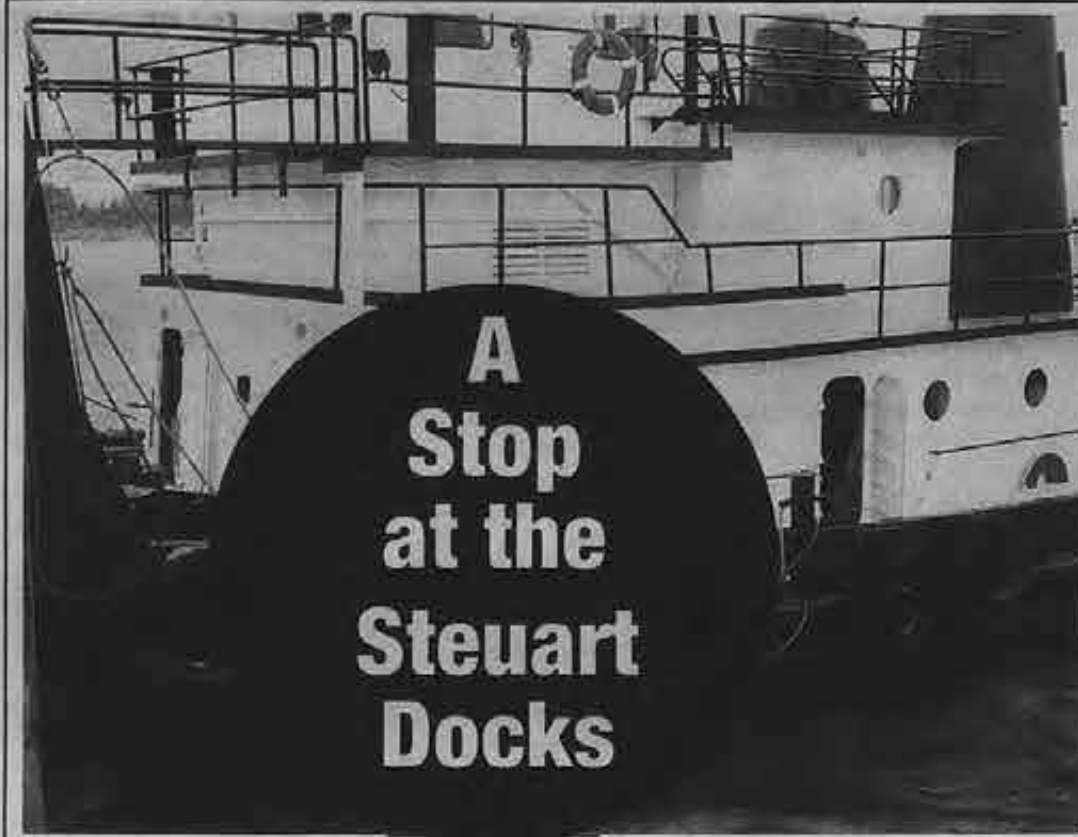
SEA-LAND VALUE (Sea-Land Service), October 4 — Chairman **George Burke**, Secretary **Abdul Hassan**, Educational Director **Michael Kovach**, Engine Delegate **W. McCants**, Steward Delegate **Miguel Pabon**. Chairman reported good trip. No beefs or disputed OT reported. Crew asked Seafarers Pension Plan to consider increases for retirees whenever pension pay scale changes. Crew thanked steward department.

USNS WILKES (Mar Ship Operators), October 4 — Chairman **R. Kent Seratt**, Secretary **Kevin Dougherty**, Educational Director **C.J. Brown**, Deck Delegate **Stanley Whittaker**, Engine Delegate **Sean Hall**, Steward Delegate **Larry Cooper**. No beefs or disputed OT reported. Crew asked contracts department to reconsider policy concerning members losing permanent job status when injured or not fit for duty. Crew received safety bonus for having no injuries for the month. Crew noted they will receive raise on October 15. Crew was thanked for keeping lounge and mess clean. Crew thanked galley gang for good service and good food. Crew discussed SIUNA convention and importance of SPAD and upgrading at Lundeberg School. Next port: Oakland, Calif.

Three Cheers for the Galley Gang



The steward department aboard the *Sgt. William R. Bulton* was praised by the crewmembers for good food and a clean ship. They are (from left) Chief Cook **Herb Hollings**, Steward Assistant **Gerald Bowman**, Steward Assistant **Richard Aversa**, DEU **Kenneth Brown** and (in front) Cook/Baker **Evelyn Tayag**.



**A
Stop
at the
Steuart
Docks**



Patrolman Robert Scrivens (left) meets with Mate Robert W. Gideon on the *Dudley*.



Port Agent Steve Ruiz (right) reviews AB/Tankerman James Albert's claims form.

ONE OF THE SAFE HARBORS off the Atlantic Coast for SIU-crewed tugs, barges and tankers is the Steuart Petroleum Docks along the Potomac River in Piney Point, Md.

While vessels from Maritrans, Piney Point Transportation and Maritime Overseas lighten their loads of fuel and other petroleum products there before heading up the Chesapeake or back into the ocean, union representatives come aboard to service crewmembers with anything from welfare plan forms to the latest information on benzene testing.

Visits to the docks generally are short, so the members' needs have to be settled quickly. "We try to have everything we can with us," noted Patrolman Robert Scrivens.

For AB/Tankerman James Albert on the tug *M. Jeanne Dudley* (Piney Point Transportation), that meant medical forms. "I was glad to see them come on," Albert said. "I didn't think our short stay would allow patrolmen to come to the boat."

The photos appearing on this page were taken in early June and supplied to the *Seafarers LOG* by the patrolmen meeting the tugs docked at Steuart Petroleum.



Chief Engineer James P. Campbell (right) discusses a union matter with Patrolman Robert Scrivens.



The *Triumph* crew receives welfare plan handouts. From the left are Deckhand Chris McKay, Mate George Turner IV, Captain Lonnie Dial, SIU Port Agent Steve Ruiz and Relief Tankerman Jim Allen.



Helping Assistant Engineer Chris Blake Jr. (right) on the Maritrans tug *Valour* with some union paperwork is Port Agent Steve Ruiz.



The deck of Maritrans barge *Ocean 193* is the meeting place for AB/Tankerman Richard Donlevy and Port Agent Steve Ruiz.



AB/Tankerman James Shifflett is surrounded on the Steuart Docks by Port Agent Steve Ruiz (left) and Patrolman Robert Scrivens. Behind them is the tug *Valour*.

**Make a Scholarship Your
New Year's Resolution**

The first day of the new year—1993—is almost here. One way many people start the new year is with a resolution—some personal way to improve themselves, their lives or the lives of those around them.

What better way to celebrate the new year than to resolve to continue your education. By completing an application form and other necessary paperwork, a Seafarer, his or her spouse and unmarried dependent children may be eligible to receive a Seafarers scholarship. Seven scholarships will be awarded in 1993. Three are reserved for SIU members, and four will be awarded to spouses and dependent children of Seafarers.

Eligibility requirements are spelled out in a booklet which contains an application form. It is available by filling out the coupon on this page and returning it to the Seafarers Welfare Plan.

Once all the paperwork (which includes an autobiographical statement, photograph, certified copy of birth certificate, high school transcript, letters of reference and SAT or ACT results) has been completed and the application form is filled out, the *entire* package should be sent to the Seafarers Welfare Plan *on or before April 15, 1993.*



Please send me the 1993 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.

Final Departures

DEEP SEA

EDUARDO ALDRETE

Eduardo Aldrete, 35, passed away October 2. Born in San Antonio, Texas, he joined the Seafarers in 1988 in the port of Houston. Brother Aldrete sailed in the deck department. In 1989, he upgraded at the Lundeberg School.

CLARENCE ALEXANDER



Pensioner Clarence Alexander, 54, died August 15. The native of New Mexico joined the Marine

Cooks and Stewards in 1968 in the port of San Francisco, before that union merged with the AGLIWD. Brother Alexander also served in the U.S. Marine Corps from 1955 to 1963. He began receiving his SIU pension in May 1987.

EARL EMANUEL



Earl Emanuel, 62, passed away recently. He was born in Hackensack, N.J. and in 1982 joined the union in

the port of Honolulu. Brother Emanuel sailed in the steward department aboard the cruise ship *SS Independence*. He served in the U.S. Marine Corps from 1952 to 1954.

WILLIAM FUNK



Pensioner William Funk, 66, died October 22. He joined the SIU in his native New York in 1949. Brother Funk

was involved in many of the union's struggles throughout his SIU years. He sailed early in his career on Isthmian Lines ships and helped build the Lundeberg School. In 1974 he returned to Piney Point to complete the bosun recertification course. Later in the 1970s, he worked with the Sea-Land shore gang. Brother Funk retired in September of this year. He is survived by his step-son, Jack Caffey, SIU vice president for the Atlantic Coast.

EMILE GERICH



Pensioner Emile Gerich, 78, passed away October 4. A native of Canada, he joined the Seafarers in 1951 in the

port of New York. Brother Gerich, who served in the U.S. Navy from 1932 to 1936, began his deck department career sailing with Sea-Land Service, Waterman Steamship and Alcoa Steamship. Brother Gerich began receiving his pension in March 1976.

LUCIANO GHEZZO

Pensioner Luciano Ghezze, 82, died September 1. Born in Italy, he joined the SIU in 1946 in the port of Philadelphia. Brother Ghezze often sailed as a bosun. He retired in November 1967.

GEORGE HARDING



Pensioner George Harding, 69, passed away October 10. The native of Essex, England joined the

Seafarers in 1949 in the port of New York. Brother Harding sailed in the deck department. He began receiving his pension in September 1978.

ARNE HOVDE



Pensioner Arne Hovde, 73, died October 13. He was born in Norway and in 1942 joined the union in the port of

Baltimore. Brother Hovde in 1974 completed the bosun recertification course at the Lundeberg School. He retired in November 1985.

EDWARD KILFORD JR.



Pensioner Edward Kilford Jr., 75, died October 16. A native of Portland, Ore., he joined the Seafarers in

1968 in the port of Seattle. Brother Kilford during the early part of his SIU career often sailed with Marine Carriers, Cosmos Steamship Corp. and Isthmian Lines. In 1987 Brother Kilford completed the steward recertification course at the Lundeberg School. He retired in May 1989.

CATALINO MARRERO

Pensioner Catalino Marrero, 67, passed away September 28. He was born in Puerto Rico and in 1959 completed the entry program at the Andrew Furuseth Training School in New York. Brother Marrero sailed in the engine department. He served in the U.S. Army from 1942 to 1947. Brother Marrero began receiving his pension in June 1990.

STAVROS PAPOUTSIS



Pensioner Stavros Papoutsis, 86, died October 10. Born in Greece, he joined the SIU in 1951 in the port of

New York. Brother Papoutsis sailed in the steward department. He retired in June 1972.

MARIO REYES

Pensioner Mario Reyes, 91, passed away September 17. The native of Puerto Rico joined the Seafarers in 1941 in the port of New York. Brother Reyes sailed in the engine department. He began receiving his pension in September 1966.

RAFAEL RICARVETT



Rafael Ricarvett, 45, died October 4. He was born in Puerto Rico and in 1991 joined the SIU in the port of Houston. Brother Ricarvett sailed in the steward department.

SALVATORE ZITTO



Pensioner Salvatore Zitto, 89, passed away September 6. Born in Louisiana, he joined the Seafarers in 1949 in the

port of New Orleans. Brother Zitto sailed in the steward department. He began receiving his pension in July 1967.

INLAND

ANTHONY ALLEN



Anthony Allen, 31, passed away October 3. He was born in Baltimore and in 1990 joined the union in the

port of Philadelphia. Boatman Allen sailed in the deck department.

GREAT LAKES

WILLIAM COOKE



Pensioner William Cooke, 76, died August 29. A native of Ireland, he joined the Seafarers in 1953 in the

port of Buffalo, N.Y. Brother Cooke sailed in the engine department. He retired in May 1981.

JOSEPH LANCEWICZ



Pensioner Joseph Lancewicz, 78, passed away October 5. The native of Cheboygan, Mich. joined the union in

1962 in the port of Detroit. Brother Lancewicz sailed in the deck department. He began receiving his pension in February 1976.

JOSEPH GIBBONS



Brother Joseph A. Gibbons, 63, passed away September 10 due to cancer.

His obituary was published in the October 1992 issue of the *Seafarers LOG*; however, the *LOG* only recently received a photo of Brother Gibbons. As one of his last requests was to have his photo published in his union newspaper, the *LOG* is honoring that request.

Brother Gibbons was an active Seafarer for 40 years. He sailed most recently as a chief cook.

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 mem-

bers 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 boat-

men and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the union or of employment. If a contribution is made by reason of the above improper conduct, the member should notify the Seafarers International Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. A member should support SPAD to protect and further his or her economic, political and social interests, and American trade union concepts.

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

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

Newcomers, Oldtimers Among the Mix

Constitution's Cabin Stewards Are First Rate

What do an actress, a second steward and a Seafarer who used to run a beauty shop have in common? They all like their jobs as cabin stewards aboard the SS Constitution.

Whether it is the variety of passengers and crewmembers they meet on the American Hawaii Cruises ship or the different work assignments the job entails, the cabin stewards interviewed by the *Seafarers LOG* all professed a keen interest in their jobs.

During her 25 years with the SIU and an affiliated union, Rita Ballard has witnessed many changes in the way American-flag vessels handle passengers. Ballard began her career with the Marine Cooks and Stewards on Lurline, Matson and Delta Lines vessels.

"I loved the Delta Lines the best," she told a reporter for the *LOG*. "They were small ships and I got to do many jobs on them."

Among her assignments were being a cocktail waitress and running a beauty shop.

She has sailed on the *Connie*, as the ship is called affectionately by the crew, for six years. "The passengers and crew are great. I'm glad we have this ship so I can continue working with passengers."

Rico Edralin has sailed aboard the *Connie*, which has ports-of-call throughout the Hawaiian islands, "since voyage number 1." Edralin said the cruise ship allows him to "sail with different jobs in the steward department. This keeps the job fresh and challenging."

Edralin, who has worked as a second steward, added, "I love working with the crew. We all are so different that we can learn from each other."

Peggy Maron is a newcomer at sea compared to the previous two. The native of Toronto is an actress who has appeared on stage

and screen. Before going to sea last year, she appeared in several Perry Mason television movies, the last one called the "Case of the Shooting Star" with Jennifer O'Neil and David Ogden Stiers. "It

was a lot of fun, but the jobs are few and far between. This job offers continuity and upgrading." Maron then winked, grinned and added, "Until my big break comes along."



Monique McClellan waits to enter one of the ship's staterooms.



Stripping a bed between voyages is Cabin Steward Aishi Yuneli.



Ice for cabins in his wing is supplied by Eric Espinoza.



All set to clean a cabin is two-time Lundeberg School upgrader Steve Roberts.



Twenty-five year member Rita Ballard has witnessed many changes in the operation of passenger ships.



Cabin Steward Michelle Wieser has sailed on the *Connie* for a year.



Ready to tackle a tough assignment are Gordon Gillmore (left) and Chris Heckmann.



Peggy Maron tidies up a



One of the *Constitution's* original crewmembers is Rico Edralin.

Shoreside Machinist Takes to the Seas

Ross Himebauch has discovered he can go to sea and still be a tool-and-dye machinist as he had been on land for the last 16 years.

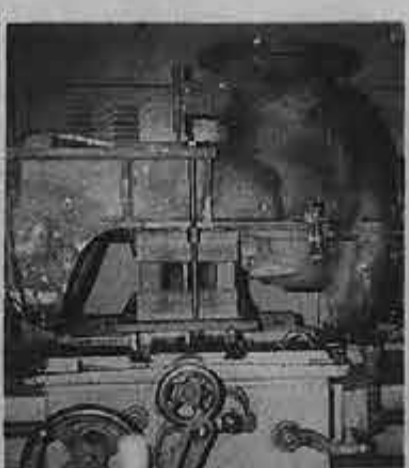
"I had been unemployed and I was looking anyplace where I could get a job," the 36-year-old told a reporter for the *Seafarers LOG* between fireman and oiler

upgrading classes at the Harry Lundeberg School of Seamanship. "I walked into the San Francisco hall, showed them my resume, told them what I could do and asked if there were any jobs."

Shortly, Himebauch was on his way to Hawaii where he signed on the *SS Independence* as an engine maintenance. His work skills on a lathe, drill press and other equipment in the ship's machine shop soon became apparent and he was assigned there full time to make and repair parts on the *Indy*, and then on her sister ship—the *Constitution*—when he caught a job on it.

"There is a lot of work for a machinist on those vessels," Himebauch noted. "It is difficult to get new parts for both ships because of their age. I was able to work steady, going from one assignment to another. It was great."

The switch from a land to sea-based machine shop did not bother the Sacramento, Calif. resident. The rolling of the vessels in the waves did not hinder



One of Himebauch's assignments was to repair this water pump on the *Constitution*.

the precise nature of his job where parts one-ten-thousandth of an inch off could become scrap. "I never even noticed it the whole time I was out there," he recalled.

Himebauch, who joined the SIU in 1991, said he has learned a lot about seafaring while at the Piney Point, Md. facility. "The training and the people here have been great. I only wish I had known about this place before I went to sea."



Machinist Ross Himebauch studies a job carefully before turning on the lathe.

Lundeberg School Graduating Classes



Trainee Lifeboat Class 504—Graduating from trainee lifeboat class 504 are (from left, kneeling) Ricardo Cruz, Rodney Young, Edward DeSantos, Darryl Jackson, Joseph Mocerri, Joel Spell, Charles Hynes, Sara Moore, Hayward Pettway, (second row) Ben Cusic (instructor), Roland Hubbard, Mark Ferguson, Lawrence DeLay, Lyndle Cortez, Victor Maldonado, Richard Swall, Thomas Robinson, Stephen Walters, Willie Nelson, Angel Justiniano, Carlos Garcia and Ken Strong.



Celestial Navigation—Successfully completing the five-week celestial navigation course are (from left) Joseph Saeger, Ken Battan and Ray Alcorn. Jake Karaczynski (right) is the course instructor. Not pictured are Mark Thomas, Joseph Young and John Smilari.



Able Bodied Seaman—Completing the AB course on October 21 are (from left, kneeling) Mike O'Connell, Andrew Self, William Dove, Ronnie Lambert, Joseph Koch, Kevin Regan, (second row) Richard Rolshski, Wilfredo Velez, Jose Pedroza, Karmell Crawford, Robb Renzaglia, Wendell Price Jr., Albert Grillo, Richard Gordon, (third row) Jim Brown (instructor), K.O. Sullivan, Geddy Lee, Terry Tolley, Michael Thomas and Joe Whalen.



Welding—Members of the November 4 class in welding are (from left) J.D. Berger, Patrick Corless, Dennis Riley, (standing) Joseph Arnold, Bill Foley (instructor), Earl F. Ebbert, Bobby Spencer, Kenneth Stratton and Gerald Yore.



Upgraders Lifeboat—Members of the October 15 graduating class receiving their lifeboat endorsements are (from left, kneeling) Ben Cusic (instructor), Kevin Brown, William Blees, Robert McElwee, (second row) Faia Tuilefano, Lionel Dunkins, Henry Freeman III, Davie Guyton and Walter Schoenecker.



Advanced Firefighting—Graduating from the October 28 advanced firefighting class, taught by instructors Byran Cummings (kneeling, left) and John Smith (kneeling, right) are (standing, first row) Charles Bonniwell, Peter Dudley, William Fielding, Richard Gebo, Chris Regan, (second row) Paul Ehlers, Joe Koeberle, Kevin Combs, Marian Kabat, Mark Holman, (third row) Patrick Hanning, George Daving, Randy VanHom, John Baker, (fourth row) Harvey Smith, John Mossbarger, Don Peterson, Anna Buyvid, John Bigger, (fifth row) Mark Steinlein, Dean Reed, Steve Bigelow, George Cutucache, Mike Payne, (sixth row) Hank Scott, Mike Lanham, Richard Atkinson, Jim Burt and Ray Snow.

Summary Annual Report Seafarers Vacation Fund

This is a summary of the annual report of the Seafarers Vacation Fund EIN 13-5602047 for the year ended December 31, 1991. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The trust has committed itself to pay claims incurred under the terms of the plan.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan was \$3,217,450 as of December 31, 1991, compared to a deficit of \$(555,599) as of January 1, 1991. During the plan year, the plan experienced an increase in its net assets of \$3,773,049. This increase included unrealized appreciation in the value of plan assets; that is the difference between the current value of assets at the beginning of the year plus the cost of any assets acquired during the year, less the current value of assets at the end of the year.

During the plan year, the plan had total income of \$46,392,041 including employer contributions of \$45,681,955, and earnings from investments of \$710,086. Plan expenses were \$42,618,992. These expenses included \$4,097,451 in administrative expenses, \$35,796,634 in benefits paid to participants and beneficiaries, and \$2,724,907 in other expenses (payroll taxes on vacation benefits).

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report
2. Assets held for investment
3. Service provider and trustee information
4. Schedule of reportable transactions.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Nick Marrone, who is the plan administrator, 5201 Auth Way, Camp Springs, MD 20746, (301) 899-0675. The charge to cover copying costs will be \$1.80 for the full annual report, or \$.10 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge. You also have the right to examine the annual report at the main office of the plan located at 5201 Auth Way, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N4677, Pension and Welfare Benefit Programs, Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20216.

LUNDEBERG SCHOOL 1993 UPGRADING COURSE SCHEDULE

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

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

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	February 1	March 12
	March 29	May 7
	May 24	July 2

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

Ship Handling	February 16	February 26
	April 26	May 7

Radar Observer Unlimited	January 11	January 15
	March 1	March 5
	April 19	April 23
	May 17	May 21

Celestial Navigation	January 19	February 12
	March 15	April 9
	May 24	June 18

Third Mate	January 4	April 16
	May 3	August 13

Safety Specialty Courses

Course	Check-In Date	Completion Date
Oil Spill Prevention and Containment	February 16	February 19
	March 15	March 19
	May 24	May 29

Lifeboatman	January 4	January 15
	February 1	February 12
	March 1	March 12
	March 29	April 9
	April 26	May 7

Tankerman	April 26	May 21
	January 19	January 29
	March 16	March 26

Sealift Operations & Maintenance	January 4	January 29
	March 22	April 16
	May 10	June 4

UPGRADING APPLICATION

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

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

Deep Sea Member Lakes Member Inland Waters Member Pacific

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, which program: from _____ to _____

Last grade of school completed _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

Have you taken any SHLSS Sealift Operations courses? Yes No

If yes, how many weeks have you completed? _____

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

Yes No Firefighting: Yes No CPR: Yes No

Date available for training _____

Primary language spoken _____

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	March 29	May 3
Steward Recertification	February 1	March 8

Steward Upgrading Courses

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

Engine Upgrading Courses

Course	Check-In Date	Completion Date
QMED-Any Rating	January 4	March 26
	April 12	July 2
Fireman/Watertender and Oiler	January 4	February 12
	April 12	May 21

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

Pumproom Maint. & Operations	January 4	February 12
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Marine Electrical Maintenance	January 19	March 12
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Refrigeration Maint. & Operations	March 29	May 7
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Marine Electronics—Technician I	February 1	March 12
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Marine Electronics—Technician II	March 15	April 23
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Basic Electronics	January 4	January 29
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Welding	January 4	January 29
	February 16	March 12
	March 29	April 23

Diesel Engine Technology	March 1	March 26
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Refrigerated Maint.—Adv. Maint.	May 10	June 18
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1992-93 Adult Education Schedule

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

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

College Program Schedule for 1993

FULL 8-week sessions	January 4	February 26
	April 17	June 4

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 Lundberg School identification card listing the course(s) you have taken and completed. The Admissions Office WILL NOT schedule you until all of the above are received.

VESSEL _____ RATING HELD _____ DATE SHIPPED _____ DATE OF DISCHARGE _____

SIGNATURE _____ DATE _____

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

DECK

- AB/Sealift
- 1st Class Pilot
- Third Mate
- Radar Observer Unlimited
- Master Inspected Towing Vessel
- Towboat Operator Inland
- Celestial Navigation
- Simulator Course

ENGINE

- FOWT
- QMED—Any Rating
- Variable Speed DC Drive Systems (Marine Electronics)

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

STEWARD

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

ALL DEPARTMENTS

- Welding
- Lifeboatman (must be taken with another course)
- Oil Spill Prevention & Containment
- Basic/Advanced Fire Fighting

ADULT EDUCATION DEPARTMENT

- Adult Basic Education (ABE)
- High School Equivalency Program (GED)
- Developmental Studies (DVS)
- English as a Second Language (ESL)
- ABE/ESL Lifeboat Preparation

COLLEGE PROGRAM

- Associate in Arts Degree

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

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

Seasons Greetings

SEAFARERS LOG

SUMMARY ANNUAL REPORTS
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 - page 18
 Seafarers Vacation Plan
 - page 30

Volume 54, Number 12

December 1992

SIU Membership Meeting Dates Set for 1993

Meeting day for SIU members means many things. It is the day each month members receive updates on governmental activities and the latest information from the SIU's president, secretary-treasurer, contracts department and welfare plan.

During the meetings, members discuss the latest events concerning the union and its contracted companies. Questions are raised and answered concerning the contracts and shipping rules.

For those who have to travel some distance, meeting day is when union business such as filing for vacation, acquiring the paperwork needed for a physical or gathering medical claims to

take home can be handled.

It is also a time for friendship. Members gather in the hall to see old friends and swap sea stories.

Article XXIII of the SIU Constitution deals exclusively with union meetings. The article sets out where and when meetings are held and who should run them.

But that is not the only place in the constitution that deals with membership meetings. The Preamble notes the importance when ashore of attending meetings to serve the union for those who are at sea and unable to attend.

"... Bearing in mind that we are migratory, that our work takes us away in different directions

from any place where the majority might otherwise meet to act, that meetings can be attended by only a fraction of the membership, that the absent members who cannot be present must have their interests guarded from what might be the results of excitement and passions aroused by persons or conditions, and that those who are present may act for and in the interest of all."

Membership meetings are the vehicle for determining whether a contract is ratified or members hit the bricks in a strike.

Listed below is the schedule of union meetings for SIU halls around the country during the coming year. Please clip it out and refer to it throughout 1993.



Boatman Pat Thomas hits the deck to ask a question during a discussion at a recent monthly membership meeting in Texas.

1993 Membership Meetings

Port	Traditional Date	January	February	March	April	May	June	July	August	September	October	November	December
Piney Point	Monday after first Sunday	4	8	8	5	3	7	6*	2	7*	4	8	6
New York	Tuesday after first Sunday	5	9	9	6	4	8	6	3	7	5	9	7
Philadelphia	Wednesday after first Sunday	6	10	10	7	5	9	7	4	8	6	10	8
Baltimore	Thursday after first Sunday	7	11	11	8	6	10	8	5	9	7	12*	9
Norfolk	Thursday after first Sunday	7	11	11	8	6	10	8	5	9	7	12*	9
Jacksonville	Thursday after first Sunday	7	11	11	8	6	10	8	5	9	7	12*	9
San Juan	Thursday after first Sunday	7	11	11	8	6	10	8	5	9	7	12*	9
Algonac	Friday after first Sunday	8	12	12	9	7	11	9	6	10	8	12	10
Houston	Monday after second Sunday	11	16*	15	12	10	14	12	9	13	11	15	13
New Orleans	Tuesday after second Sunday	12	16	17	13	11	15	13	10	14	12	16	14
Mobile	Wednesday after second Sunday	13	17	17	14	12	16	14	11	15	13	17	15
Duluth	Wednesday after second Sunday	13	17	17	14	12	16	14	11	15	13	17	15
San Francisco	Thursday after second Sunday	14	18	18	15	13	17	15	12	16	14	18	16
St. Louis	Friday after second Sunday	15	19	19	16	14	18	16	13	17	15	19	17
Honolulu	Friday after second Sunday	15	19	19	16	14	18	16	13	17	15	19	17
Wilmington	Monday after third Sunday	19*	22	22	19	17	21	19	16	20	18	22	20
New Bedford	Tuesday after third Sunday	19	23	23	20	18	22	20	17	21	19	23	21
Jersey City	Wednesday after third Sunday	20	24	24	21	19	23	21	18	22	20	24	22
Seattle	Friday after third Sunday	22	26	26	23	21	25	23	23*	24	22	26	24

* Piney Point changes created by Independence Day and Labor Day holidays; Baltimore, Norfolk, Jacksonville and San Juan change created by Veterans Day holiday; Houston change created by Washington's Birthday holiday; Wilmington change created by Martin Luther King Birthday holiday; Seattle change created by Paul Hall Birthday holiday.